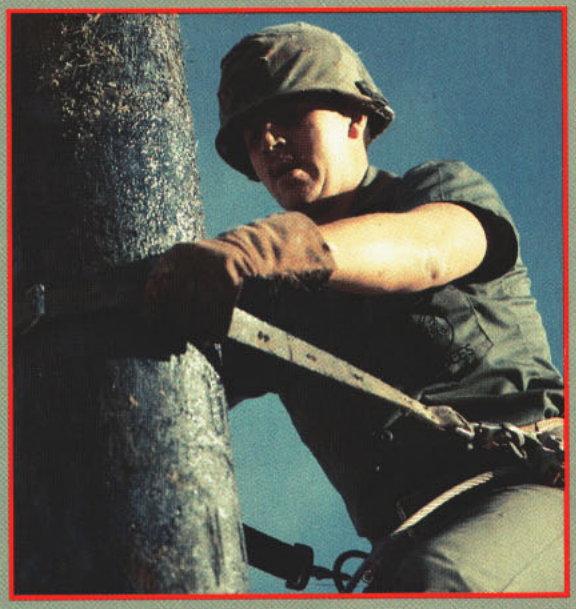
ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 1990



Seabees

"Can do" spirit

ALL HANDS

Photo Contest

Deadline Sept. 1

Photo by PH2 Richard E. Dontigny

Photo by PH2 Dolores L. Anglin

Send in your favorite Navy-related color print, transparencies or black and white images. Winning entries will receive certificates and be featured in *All Hands* magazine. For rules and application form see back inside cover of this issue.

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MAGAZINE OF THE U.S. NAVY
AUGUST 1990 – NUMBER 881
68th YEAR OF PUBLICATION

Photo by PH2 August C. Sigur

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Front cover: On the job with Navy Seabees. Clockwise from top: Using an M-16 rifle in the war phase of training; pole climbing practice; operating construction equipment; working in the woodshop. See stories beginning Page 4. M-16 and equipment photos by JO1 Phil Eggman. Poleclimber photo by PH2 M.C. Thurston. Woodshop photo by PH1 Michael Flynn.

Back cover: A sea lion returns a salute rendered by its Navy handler. The Navy uses these highly trained mammals to help recover practice mines from the ocean floor. See story, Page 30. Photo by PH1(AC) Scott M. Allen.

News You Can Use

Personnel issues

Underway extension for pregnant sailors

Pregnant sailors serving at sea now have more flexibility to remain aboard their ships when they get under way.

A recent policy revision, initiated by Chief of Naval Personnel VADM Mike Boorda and Navy Surgeon General VADM James Zimble, has doubled the time allowed to medically evacuate a pregnant crew member to an adequate obstetric medical facility.

Under the "Management of Pregnant Service Women" (OpNav Instruction 6000.1A of February 1989) pregnant sailors could not get under way unless the time required for MedEvac was less than three hours to a treatment facility capable of evaluating and stabilizing obstetric emergencies. The new change to the instruction expanded that time requirement to six hours.

Boorda described the new policy as a minor change that will have a positive impact on the management of pregnant women.

"This revision will allow more women to continue to go to sea and train in local operating areas with their ships," he said.

According to Zimble, the modification "makes it a little easier for women to demonstrate their full potential, while ensuring that they continue to have access to quality medical care."

To ensure medical support for women at sea, Zimble added, independent duty corpsmen are receiving increased obstetrician/gynecologist training, and shipboard medical departments will be authorized to stock more supplies needed for women's health care.

The change to the instruction is outlined in NavOp 030/90 and will be made available in a forthcoming revision. □

Recorded messages from candidates

Sailors and their families around the world who are pondering the list of names on their absentee voter ballots have an easy way to stay on top of this year's election issues.

To help sailors keep track of the candidates in the upcoming congressional and gubernatorial elections in November, the Voting Information Center has recorded phone messages from political candidates around the country.

The messages are available year-around 60 days prior to any elections. After listening to the candidates' views on the issues, callers can record their feedback.

"You don't have to write your congressman anymore," said Henry Valentino, director of the Federal Voting Assistance Program. "Now you can simply leave him or her a message."

The Center provides names and messages from both incumbent and opposition candidates.

To hear the messages, sailors can call the Voting Information Center at commercial (202) 693-6500 or Autovon 223-6500. □

Sweater tag size

In response to fleet inputs, the size of the letters on the velcro-backed leather name tags for the Navy's blue pullover sweater has changed from 1/2-inch to 1/4-inch.

Under the new guidelines, E-7 to E-9 personnel and officers will have their names and ranks embossed in 1/4-inch gold letters, while name tags for sailors E-6 and below will have 1/4-inch silver letters.

In both cases, earned warfare insignia will be embossed in the color of the actual gold or silver insignia. □

Remedial instructors needed

Academic remedial training instructors are needed to teach basic reading and verbal skills programs at recruit training commands. The program helps recruits with deficiencies in these skill areas to complete the academic portion of recruit training.

To qualify as an instructor you must meet the following criteria:

- Be shore duty eligible.
- Be E-4 or higher.
- Have a bachelor's degree.
- Have a background in education or teaching experience.

Before you can be screened for an instructor assignment you must be released by your detailer to special programs (NMPC-4010C).

For more information call the RCC/MEPS detailer at Autovon 225-9316; commercial (202) 695-9316. □

Public affairs commissions

Applications are being accepted for Officer Candidate School FY91, leading to a commission as an active-duty ensign, designator 1655 public affairs officer. The program is open to active-duty enlisted personnel who meet the following qualifications:

- U.S. citizen.
- Be at least 19 years old, but must not have reached age 35 upon commissioning.
- Possess a bachelor's degree or higher from an accredited college or university in communication, journalism, broadcasting, public relations, English, speech or other liberal arts degree if it includes experience in a public affairs field.
- Meet physical requirements outlined in the Manual of the Medical Department, Chapter 15.

See OpNavInst 1120.2A for OCS guidelines. Selectees will enter a 16-week OCS class set to graduate in FY91. Entry deadline is Aug. 31, 1990. No qualification waivers granted. □

Video on Navy

The characteristics, mission and future of the U.S. Navy throughout the new decade is depicted in a new 18-minute video titled "U.S. Navy Seapower in the 1990s."

The video explains the role the Navy will play in U.S. foreign policy and points to developments that will ensure continued ability to meet global responsibilities.

Commands can obtain copies on loan from Navy audio-visual libraries in Norfolk at Autovon 564-3013 or San Diego at Autovon 958-5420. □

Records are government property

Many sailors believe that their medical records are safer if kept in their homes, desk drawers or trunks of their cars. However, sailors hurt themselves by keeping their records.

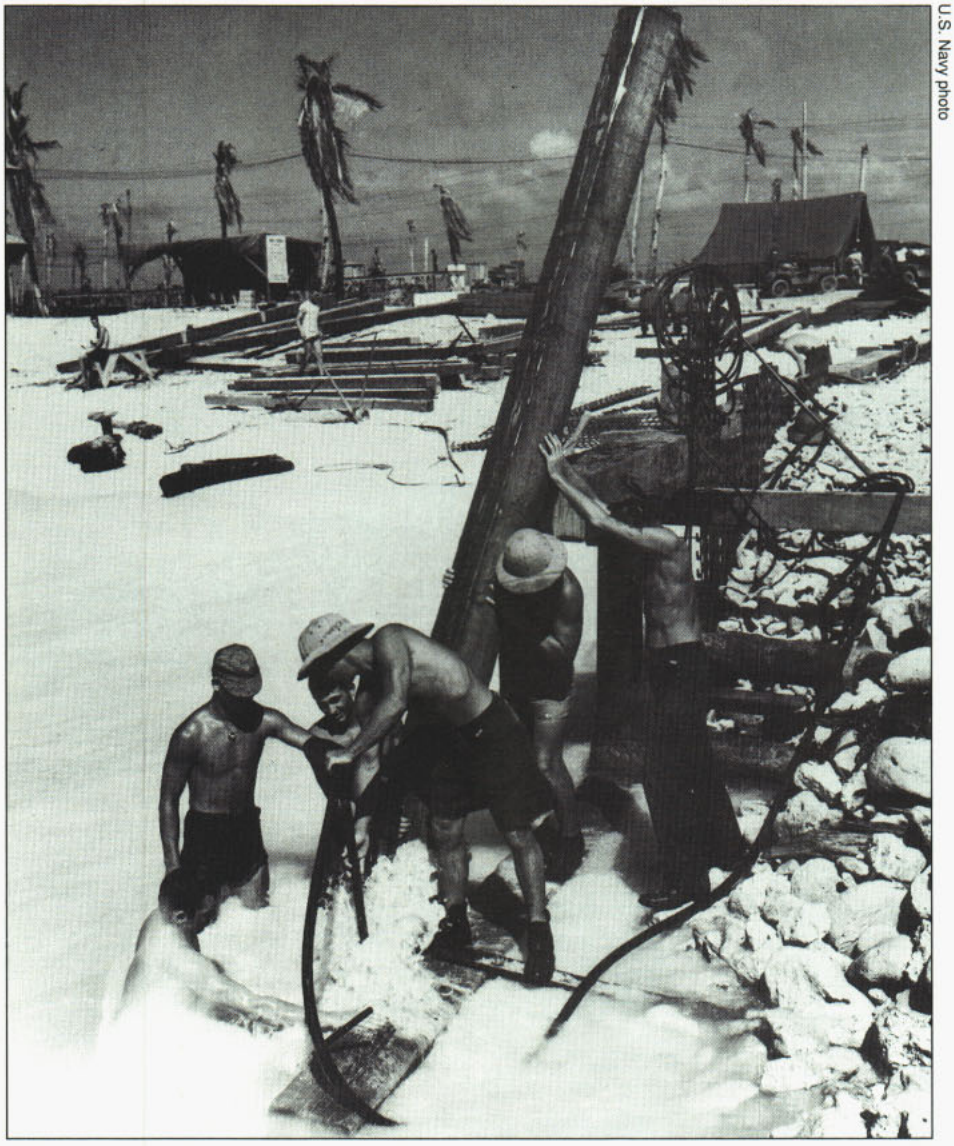
An outpatient medical record cannot be kept up-to-date while in the patient's possession. Consultations, laboratory reports and X-ray examinations are lost when records are not available after results are completed.

Sailors and their families should return records to their medical facility. A missing record causes additional time, increased costs and greater room for error when reports and tests have to be repeated or phone reports obtained. In addition, any private insurance claims or Veterans Administration benefits cannot be processed without the medical record on file.

It's important to note that an outpatient medical record is the property of the U.S. government. In addition, military hospitals are required to keep treatment records for health care review and hospital accreditation. □

Support and defend

Seabees: Beyond the "John Wayne" image.



U.S. Navy photo

Seabees in World War II construct a pier.

Story by Jan Kemp Brandon

"Construimus — Batuimus, We Build, We Fight." That's the motto of the U.S. Naval Construction Force — better known as the Seabees.

Established in 1942, the Seabees answered the Navy's need for builders who could fight.

To promote that need in the early stages of World War II, Hollywood's silver screen and celluloid heroes began to play an important role in the wartime effort back home and John Wayne became the "sea daddy" of the Seabees — an image that still sticks today.

"Certainly John Wayne is Hollywood's impression of what Seabees are all about, but I don't view us as being John Wayne," said Operations Officer LCDR Darrell Van Hutten, Naval Mobile Construction Battalion 74, Gulfport, Miss. "The movie portrays us purely as going out there and fighting and building. In a nutshell that is what we do — but, we do more than that."

"Our primary role is contingency facilities support, our secondary role is defending those facilities," said XO of NMCB 74, LCDR William DosSantos.

The idea of using sailors who could

build shore-based facilities dates back to the days of the Phoenicians, Greeks and Romans. From the earliest days of the U.S. Navy, sailors who were handy with tools occasionally did minor construction chores at land bases.

"Doing construction in a contingency environment is our overall mission," said Van Hutten. "But, we also do disaster recovery for ourselves, other military units and out in the community."

In World War I, skilled Navy craftsmen became the forerunners of the Seabees when the 12th Regiment (Public Works) was organized in 1917 at the Naval Training Station, Great Lakes, Ill.

This regiment, a training and working organization, was to gather experienced men, discover their abilities, select the natural leaders and teach them military drill and discipline. The intent was to have these men ready at all times for transfer to other naval stations or naval bases in the United States and abroad, and to fighting ships.

The 12th Regiment, which was a creation of the Commandant of the Great Lakes Naval Training Station, was never considered an official United States Navy unit, but the idea remained in the minds of many Navy civil engineers.

By the early 1930s, the Bureau of Yards and Docks began providing for "Navy Construction Battalions" in their war plans due to the tense situation in Europe and Asia.

During 1941, large naval bases were under construction at Guam, Midway and Wake Islands, Pearl Harbor, Hawaii, Iceland and many other locations. Construction was performed by civilian construction firms and supervised by Navy officers.

When World War II broke out, international law forbade civilian labor in war zones. Civilians were not allowed to resist an enemy military attack. So, the need for a militarized naval construction force became evident to the Navy's leadership.

On Jan. 5, 1942, RADM Ben Moreell, then Chief of the Bureau of Yards and Docks, activated and organized construction battalions. This was the beginning of the Seabees. And it was Moreell who gave them their official motto: "We Build, We Fight."

The first Seabees were not "green" recruits, as emphasis was placed on experience and skill. The Seabees sought men who helped build Hoover Dam in Nevada, our national highways and skyscrapers. Men were recruited who had worked in mines, quarries and shipyards and had built docks and wharves. Physical standards were less rigid and the average age was 37 years old. When voluntary enlistments were halted in December 1942, men were obtained through the Selective Service System. From then on, men were much younger and had only basic skills.

According to LCDR DosSantos, the Seabees of today are not much different with a healthy mix of experienced and young men.

"We look different from the rest of the Navy," he said. "We wear Seabee greens opposed to Navy blue working dungarees. About 16 percent of the battalion is comprised of support ratings. We have builders, steelworkers, utilitiesmen, equipment operators, construction mechanics, etc. But, we also have a doctor, a dentist, cooks, storekeepers, personnelmen and others. We are a self-sustaining organization. 'Self-sustaining' in the sense that we can operate totally independent of anyone else for limited periods."

At the naval training centers in earlier years on the Atlantic and Pacific coasts, men were taught military discipline and use of light arms. Although primarily concerned with supporting infrastructure, Seabees often came under enemy fire when constructing a base, runway or other project.

Today, when the Seabees are in home port they "go through standard infantry type training [including] land navigation, CBR training and going out on the range for a week and firing our weapons, such as mortars and .50-caliber machine guns," said DosSantos.

The Seabees played a crucial role in World War II: from cutting through jungles in the South Pacific, to keeping supplies and ammunition moving across their pontoon causeways in Europe.

With the D-day invasion of Normandy, the Seabees were among the first to go ashore as members of the

In Vietnam, Seabees light the sky.

U.S. Navy photo

Naval Combat Demolition units. They destroyed the steel and concrete barriers that the Germans had built in the water and on the beaches to forestall amphibious landings.

The Seabees landed hundreds of thousands of tons of war material daily. They were even involved in the liberation of Cherbourg and Le Havre, France, by putting the harbors back in service.

At the same time the Seabees were fighting to victory in the North Atlantic, other battalions were building airstrips, piers, warehouses and hospitals in the South Pacific. They continually played a major role in the savage fighting that characterized the island-hopping campaign in the Pacific.

When the Marines invaded Guadalcanal, the Seabees of Naval Construction Battalion 6 followed them ashore and were the first ones to build under combat conditions.

"We support the Marines. We don Navy uniforms and we are in the Navy, but our primary support is to the Marine Expeditionary Force," DosSantos said. "When they deploy over the beach, we are right behind them to assist them in putting up facilities."

After World War II the active duty members of the Seabees had decreased from 250,000 to approximately 20,000 men. As training bases and depots dissolved, Seabee activity was located at the Naval Construction Battalion Centers, Port Hueneme, Calif., and Davisville, R.I. During the postwar years, only a few battalions and small detachments were scattered at naval bases and stations abroad.

Then in December 1947, the Seabee Reserve Organization was established and was to serve as a ready force for expansion as the active duty force had dwindled to 3,300.

According to DosSantos, the Seabees rely quite heavily on the reserves.

"We probably have as active a dialogue with the reserves as anybody in the Navy," he said. "There are 17 reserve battalions and they provide the augment. They possess a lot of the skills that the actives don't. There are specific units in the reserves that have unique skills like railroad construction that the actives don't even train in. We rely fully on the reserves for those skills. They make the difference."

In June 1950, the Seabees were at war again when North Korea invaded South Korea. The reserves were called-up and the active duty force was expanded to 14,000.

On Sept. 15, U.S. troops landed at Inchon in what was one of the most brilliant amphibious assaults in history — and the men who made it possible were Seabees. Battling 30-foot tides, swift currents and under constant enemy fire, the Seabees positioned pontoon causeways within hours of the first beach assault to break the bottleneck at the harbor so equipment could be brought through. It was during this action that the "Great Seabee Train Robbery" took place. The need to fracture the bottleneck inspired a few Seabees to capture some abandoned locomotives behind enemy lines and turn them over to the U.S. Army Transportation Corps.

After the Korean War, demobilization was not as extensive as it was after World War II. Between 1949 and 1953, 13 battalions of two distinct types, amphibious construction battalions and mobile construction battalions were established to gain greater battalion mobility and specialization. Amphibious battalions were landing and docking units. Mobile battalions were responsible for land construction.

Other notable projects were the construction of scientific bases located in Antarctica for *Operation Deepfreeze*. A 6,000-foot ice runway on McMurdo Sound was completed in time for the advance party of *Deepfreeze II* to become the first men to arrive at the South Pole by plane. They also completed the continent's first nuclear power plant at McMurdo Station.

Another great achievement was the construction of Cubi Point Naval Air Station in the Philippines. Civilian contractors, after taking one look at the forbidding Zombales Mountains and jungle, said it could not be done. But, the Seabees proceeded to build it.

The peacetime training and construction deployments the Seabees

U.S. Navy photo

NMCB 62 personnel laid explosive line charges to clear hidden mines along the site of a new road in Vietnam.

Photo by PH1 Peter G. Kamishlian

Left: Engineering aides sight in an approach for a new bridge in Vietnam. Below: Seabees pour a concrete slab for a three-room schoolhouse in the Philippines. In times of war and times of peace, the Seabees' work is never done.

U.S. Navy photo

were doing were soon altered by the U.S. involvement in Vietnam.

As with World Wars I and II and the Korean conflict, the Seabees had a significant role in Vietnam. From building roads to constructing small support points throughout South Vietnam's interior, the Seabees' accomplishments were many and varied.

Among the construction projects completed, an alternate airfield at Dong Ha and the famed Liberty Bridge, 80 miles southwest of Da Nang, showed the awesome undertakings of the Seabees.

In 1968, the Tet Offensive had the Seabees building and fighting in direct support of both the U.S. Marine Corps and the Army.

As at the end of other wars, the withdrawal of U.S. troops from Vietnam reduced the Seabees' numbers. They found themselves, once again, employed on major peacetime projects that had been neglected during the war.

"In peacetime, we have an equally important mission," said LCDR DosSantos.

In addition to performing their construction projects, the Seabees also participate in disaster recovery missions.

"Following Hurricane Hugo last September, NMCB 7, the battalion that was there [in Puerto Rico] had to buckle up to survive the hurricane," said DosSantos. "But immediately after the hurricane blew over, they turned to and were cleaning up Naval Station Roosevelt Roads and helping the community."

He went on to explain that when Hurricane Hugo came ashore in Charleston, "Naval Mobile Construction Battalions 5 and 133 deployed several hundred men out there two days after the hurricane hit and were helping clean up."

According to DosSantos four active duty battalions homeported in Gulfport, Miss. — NMCB 1, 7, 74 and 133 — and four in Port Hueneme, Calif. — 3, 4, 5 and 40.

"Our current deployment cycle has us deploying for seven months away from home and seven months back at home port," DosSantos said. "Our rotations are such that any given battalion goes to two deployment sites. NMCB 74 deploys to Okinawa and Roosevelt Roads."

Another aspect that is part of the Seabees is their ability to move.

"Part of our title is 'mobile.' Both in home port and on deployment, one of the things that we train on is embarkation — moving us somewhere," said DosSantos. "Training for embarkation may be part of a command post exercise, but more often than not, it involves our actually mounting out all or a part of the battalion."

The Seabees can do the tough jobs, because they have that "can do!" attitude, no matter how Hollywood portrays them.

"Seabees share a common feeling of accomplishment, self-worth and comradeship," said Construction Mechanic 1st Class Charlie Glass, a 19-year veteran who is currently assigned to the 20th Naval Construction Regiment in Gulfport, Miss. "It takes a special kind of person to be a Seabee. They work like hell when they have to complete a job. They are happiest when they are doing what they were trained to do, because they feel they're doing something worthwhile." □

Brandon is a writer assigned to All Hands.

Combat:
'Bees who carry a sting

"Fighting Seabees" get Marine Corps training.

Story and photos by JO1 Phil Eggman

Breathing hard, Jimmie Lewis reached the ridge of the steep hill. He picked his way along a deer trail to the cover of some rocks, rubbed his dirty, sweat-crusted hands on his olive-green pants and sat down beside a small granite boulder.

He took a long, hard look at the land around him. A rusty bridge at the foot of the hill anchored a paved road that twisted ribbon-like through a valley. The surrounding hills were crowned in fir and stunted pine.

A slight chill preceded the oncoming dusk as the sun bathed distant ridges in hues of red and orange. Except for a soft wind rustling the leaves and grass, the valley was still.

"This is some beautiful country," Lewis said, referring to Fort Hunter Liggett, a sprawling Army training reserve in the foothills of central California's coastline. "I hear that William Randolph Hearst once owned all this land. It sure would be something to be able to stand up here and say that all this beauty belonged to you."

The sound of distant trucks snapped Lewis' attention back to the road where three vehicles, painted the same olive-drab color as his pants, headed for the bridge.

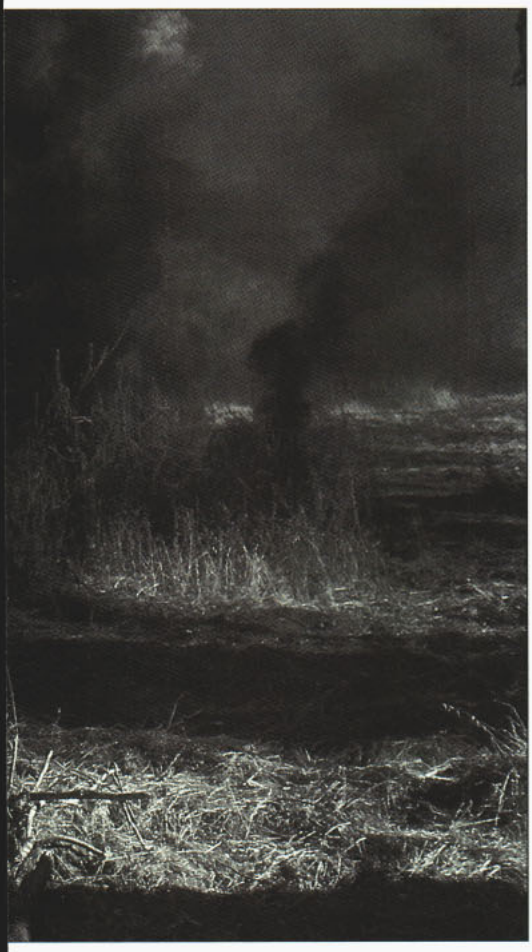
"Convoy approaching," Lewis yelled down the hill to five camouflaged men with automatic weapons standing in a loose huddle. They instantly scrambled behind the rocks, bushes and trees.

"The convoy commander was given an intelligence brief that this road is secure and free of enemy activity. But in actual combat, things change, and there are no guarantees," said Lewis, a 42-year-old steelworker 1st class who teaches defensive combat at the 31st Naval Construction Regiment, Port Hueneme, Calif.

As the convoy crossed the bridge, loud cracks of grenade simulators and staccato sounds of automatic weapons echoed off the surrounding hills. The trap was sprung.

Before the trucks could screech to a halt, Seabees laden with full combat gear jumped off and returned fire to their unseen enemy. They reacted too late, and in real combat, many

Below: Seabees march in patrols under simulated combat operations to prepare for a "just in case" operation or project. Right: EO3 Charles Hair applies face paint for war.



would now lie dead or wounded.

"Seabees, more often than not, have to convoy from their camp to where their construction projects are located," Lewis explained. "This free lesson gives them an idea of the kind of dangers they may encounter in the future."

It's a realistic scenario for the Seabees, whose primary mission is to provide construction-related support for U.S. forces during a wartime contingency.

"Seabees are expected to react to specialized commando units and other pockets of resistance which the enemy may have inserted to disrupt operations and cause havoc behind the front lines," said Marine Captain Daniel L. McManus, head of the 31st NCR's military training department. "This training provides them with the basic skills necessary to defend what they build from enemy attack or infiltration."

McManus has spent 18 years in the Marine Corps, first as an enlisted man, then as an infantry officer. He, along with his staff of instructors, all veterans of battalion duty and the field exercise program they teach, provide combat skills training to the four Port Hueneme-based Seabee battalions.

Each year during a seven-month homeport period, every battalion takes on this 30-day intensive training period to learn and practice their combat skills and contingency construction as a unit.

The training is divided into four phases: classroom instruction on combat skills; an embarkation and advanced base construction exercise; weapons qualifications; and a practical field exercise. It all is then put together in a 24- to 36-hour simulated war for testing purposes.

"Home port is the time when the battalion works on its operational readiness, both in construction and combat," said LT Michael L. Walker, training and weapons officer for NMCB 4. He said all 600 Seabees in the battalion, from the commanding officer to the most junior constructionman, must go through basic combat skills training each year.

This initial one to three-week phase provides classroom instruction broken into three levels, according to paygrades and combat jobs. Petty officers 2nd class and below receive a variety of basic training, from land navigation to weapons familiarization, from camouflage and concealment to prisoner of war responsibilities, from field sanitation to chemical-biological-radiological protection.

First class petty officers receive the same training, with heavy emphasis on small unit leadership and defensive combat theory as they learn to be squad leaders. Chiefs and officers go through a combat skill development course on managing the combat operations center, coordinating fire support for crew-served weapons such as mortars, securing rear areas, operating communications gear and using all battalion weapons.

In addition, nearly half of the battalion's E-1s through E-6s receive specialized instruction in the particular field duties they're assigned, such as communications for the radio operators and the use, care and maintenance of the battalion's various weapons, from 81mm mortars to AT4 rocket launchers, for the men who fire those weapons.

"The Seabees have a good cross

section of weapons, and they're taught how to use them," Walker said. "If we ever get backed into a corner, we are going to raise some pure hell with the party responsible."

After the classroom instruction, the battalion begins a multi-phased, 15-day combat field exercise at Fort Hunter Liggett, starting with the deployment of its air detachment, a self-sufficient air-transportable unit of 90 Seabees, heavy construction equipment and supplies. The air det deploys within 48 hours of execution orders.

Loaded into Air Force C-130s, the unit and its more than 400 tons of equipment, materials and supplies reached Fort Hunter Liggett's tactical air field in 23 flights. They quickly unloaded, convoyed to the exercise site, established a defensive perimeter, and began construction projects.

"It is an incredible responsibility to take 90 Seabees anywhere in the world in support of thousands of Marines," said LT Michael Bowers, NMCB 4's Air Det officer-in-charge. "We go into a hostile environment and support the Marines by providing [advanced base] construction. The field exercise gives the Naval Construction Force a chance to exercise the battalion's full capability, as well as the opportunity to exercise the Marine Corps-Seabee interface."

Dubbed *Operation Kennel Bear*, stage two is the bread and butter of the Seabee contingency mission — advanced base construction. For six days, the Seabees of NMCB 4 practiced road and bridge work; constructed a heavy timber tower; built air strips in a simulated chemical, biological and radiological environment; and completed a rapid runway repair, a skill which Seabees have performed and perfected since World War II.

In addition to training projects that are erected and then dismantled, some projects become permanent facilities at Fort Hunter Liggett: the heavy timber bridge, a modified Southeast Asia hut, a septic tank and leech field, a water distribution line, a range observation tower and upgrading a primitive campground.

Marine Captain McManus inspects SW1 Kent's M-16 prior to the start of the field exercise.

"It is very rewarding to see our planning come to fruition by seeing the completion of a permanent structure," said LT John R. Brown. Brown is responsible for all vertical construction projects (buildings and structures) built by the battalion. "These are projects that will be used over the years in the future of Seabees, Marines and Army personnel."

In addition to construction, items such as power and water distribution are crucial to an operating base camp. Responsible for establishing and maintaining the contingency camp was LT Anthony V. Ermovick.

"This training is challenging because we set up an actual camp and we lived in that camp," said Ermovick. "It is great to see the end result of project coordination, material, equipment and manpower. When people get hot showers and other simple benefits, it boosts the morale of the men. I felt that we all benefited from the training."

"*Kennel Bear* was truly a learning experience," said LCDR Ronald Hertwig, NMCB 4's operations officer. "The operation was realistic and the battalion executed the construction safely and with superb quality. It was a fun and rewarding exercise."

At the end of the advanced base construction stage, the remainder of the battalion arrived by bus from Port Hueneme for practical application of the basic combat skills learned in the classroom.

Three days of weapons qualifications with the M-16 assault rifle were immediately followed by battalion training in convoys, patrols and ambush, cover and concealment, and day and night land navigation. Additionally, the use of a variety of other individual weapons, such as the M-203 grenade launcher and hand grenades, was covered. In the grenade class, men were shown how to position themselves, hold a dummy grenade, pull the pin, then throw and duck. They then had a chance to throw the real thing.

As with every training evolution, safety was stressed religiously. Each Seabee donned a flak jacket before taking his turn in one of five grenade pits. Instructors went over each step carefully with each individual. For many it was the first time they had

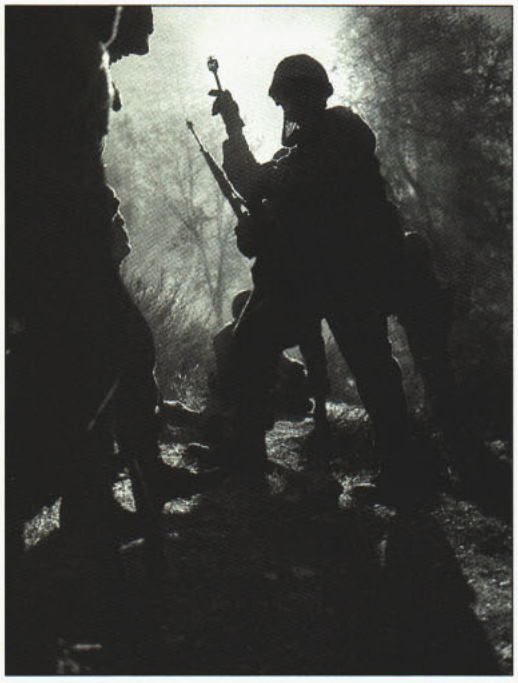


Photo by PH2 M.C. Thurston

Above left: Seabees take up a patrol as part of their training. Left: BUCN John A. Belling and BUCN Michael J. Zangli put up a bipod used for raising a timber tower built on the ground. Above: Seabees charge a hill in a counterattack when their convoy is ambushed by aggressors during a field exercise at Fort Hunter Liggett, Calif.

seen a live grenade, let alone handled one.

"Hey, are you nervous? Have you done this before?" the pit instructor asked his 18-year-old charge, a constructionman right out of "A" school. The Seabee, looking a little nervous, shook his head slowly.

"It's just like throwing a baseball, except that this ball explodes about four seconds after you let go of it," the instructor said reassuringly. The instructor studied the young Seabee's face for a moment before he continued. "OK, just do everything that I tell you and only when I tell you. I haven't lost one yet."

With the formal training complete, the battalion moves on to the final stage of the field exercise — a 24-hour simulated war. This is when 31st NCR combat instructors put down their training aids and take up their weapons to play the bad guys, better known to Seabees as "aggressors."

"Our success as instructors is measured by the success of the battalion that goes through our training," said Marine Master Sgt. Fernando Carreon, instructor coordinator for the 31st NCR's combat training department. "The use of aggressors is a valuable training technique which provides the Seabees with a realistic threat, a real enemy against which to test their reactions and defensive capabilities."

Carreon said that sometimes the aggressors' role during the war games is misunderstood or mistaken.

"We are not there to win," Carreon said. "We are used as a training technique to test and evaluate what the Seabees have learned during the course of training."

Storekeeper 1st Class Steward Brooks had no idea what to expect when he received orders to NMCB 4.

"I had seen Seabees before," Brooks said. "I knew that they wore green uniforms and worked at Public Works, but that's about it. What I didn't know was that they sometimes live in tents out in the woods, train in the use of weapons and can go into combat."

Like ships, Seabee battalions maintain their own supply, medical, dental and administration departments. Battalions employ their own galley, post office, barber shop, photo lab — with each shop run by its respective fleet support rating.

This mix of yeomen, corpsmen, hull technicians, machinery repairmen, mess management specialists, ship's servicemen, and others — all Seabees during their tours with the Naval Construction Force — take an equal part in Seabee combat training.

"We go through the same training," Brooks said. "We have a role to play in combat, primarily as mortar

platoon, headquarter communicators, and reserve forces used to reinforce the lines if they are breached. The training has taught me a lot about staying alive in combat."

Solidly established by their actions in World War II, Seabees have played a key role in each of the conflicts that have followed since then. However, the need for contingency construction became extremely limited after the United States ceased its involvement in the Vietnam War.

"It's sad to say that the Marines and the Seabees have slowly drifted apart since the Vietnam conflict," Carreon said. "It has only been within the last few years that the Marines are beginning to remember just how important Seabees are to them in accomplishing their mission."

Carreon said that Marines have combat engineers, but they are used more in the capacity of a destructive force for clearing away barriers, laying mine fields, or blowing up bridges. Seabees are a construction force, providing the support Marines need to carry out their wartime mission.

"It is something that should be kept in the backs of our minds, that with every project we plan and build, we may also have to defend those projects," Carreon said. "Especially today, when world situations can change overnight, combat and construction are tied together."

"The regiment keeps making the exercises more believable. All I can say is give me more," said Utilitiesman 1st Class Laurent N. Carpentier, 1st Platoon commander for NMCB 4's Air Det. Carpentier was in charge of the convoy that Lewis' men ambushed. His mission was to go to a stream up the canyon from the bridge and purify 2,000 gallons of fresh water to replace a simulated contaminated water supply back in camp.

"We were led to believe that all the roads were secured until a specific time," Carpentier said. "Being ambushed wasn't exactly the furthest thing from my mind, but I should have been more alert since we were in a tactical phase of our training. It is better to make mistakes now, that only cost me my pride, than to forget my training when the action is real and lose the lives of my men and cause the loss of my equipment."

That's the whole point of field exercises, according to SW2 Anthony Brown, a combat skills instructor on temporary duty from NMCB 4.

"It is just training," he said, "but it gives Seabees a chance to see what could happen without actually getting hit by a bullet or stepping on a land mine."

Even though Seabees know that the training is just a shadow of reality, the excitement and tension is an ever present and sometimes overpowering force, like going on a night patrol for the first time and seeing every shadow as a potential enemy. Or, as one Seabee swore, "The trees near my foxhole moved about five feet in the dark last night."

"When you are out on patrol, your adrenaline is pumping through your veins, and every time you step on a twig, your heart nearly stops because you don't want to make noise and get caught by the enemy," Carpentier said. "You act as if this were the real thing, because it feels like the real thing. Even though they are firing blanks, you know that the possibility exists someday for the blanks to become bullets."

Often Seabees take the fight to the aggressors in the field exercise. Carpentier, who was in charge of camp security during the "war," sent a patrol forward of the air det's front line,

Below: BUC Johnny Boydston serves as liaison for Seabee and Air Force personnel during embarkation of NMCB 4's air det. Bottom: The Air Force directs the loading operations of Seabee equipment, supplies and vehicles.

normally a two-hour hike in the light of day.

His men were halfway through their patrol when the aggressors arrived. "It was by chance that my guys were out there, and the enemy wasn't expecting company," Carpentier said.

For about an hour, Carpentier's men kept the command post informed of aggressor movements. When they walked right into an aggressor patrol, a firefight ensued, lasting only seconds. The referee ruled in favor of the Seabee patrol.

"Our ambush got ambushed," instructor SW1 Lewis said. "But we want the Seabees to engage us. That's why we are out here in the dark. It's when the Seabees give us a fight that I enjoy being an instructor most, because I see them taking what we taught and using it effectively."

Of course, one dose of combat training does not turn the men into "Fighting Seabees." Capt. McManus said that training must be continuous for it to really settle in. But due to the homeport-deployment schedule of a battalion, each Seabee will take part in combat skills training and a homeport field exercise three or four times during a typical 39- to 48-month tour.

Seabee battalions are not the only Naval Construction Force units that are constantly drilled in basic military combat skills. The 31st NCR also trains Seabees from amphibious construction battalions, as well as reserve construction units that request it. Even students of the Civil Engineer Corps Officers' School, located at the Construction Battalion Center, Port Hueneme, get a share of the instruction.

Similar combat skills training also takes place through the 20th Naval Construction Regiment based in Gulfport, Miss., which is responsible for Seabees in the Atlantic Fleet's Naval Construction Force.

"I have learned a lot about the Seabees," McManus said. "I am still learning about them, and what I have seen is impressive. Their capabilities and willingness to learn more equates to their legendary 'can do' spirit, which is really evident in everything that they do."

Carreon also praises the Seabees' capacity to learn, especially since a lot of material is covered in a very short period of time.

"Sometimes they frustrate me like hell, but I have yet to run across a Seabee who will not do what he is told," he said. "I am amazed that despite our limited time and resources — to ask them to do what Marines practice 365 days out of the year — and for Seabees to perform as well as they do, is commendable. But I still want more!" □

Eggman is a photojournalist formerly assigned to Naval Mobile Construction Battalion 4, Port Hueneme, Calif. He is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.

Below: BU3 Doug Johnson cuts segments of tie wire used to reinforce a heavy timber bridge. Right: DT3 Martin Stroud reads a welcome letter from home after a hard day's work.

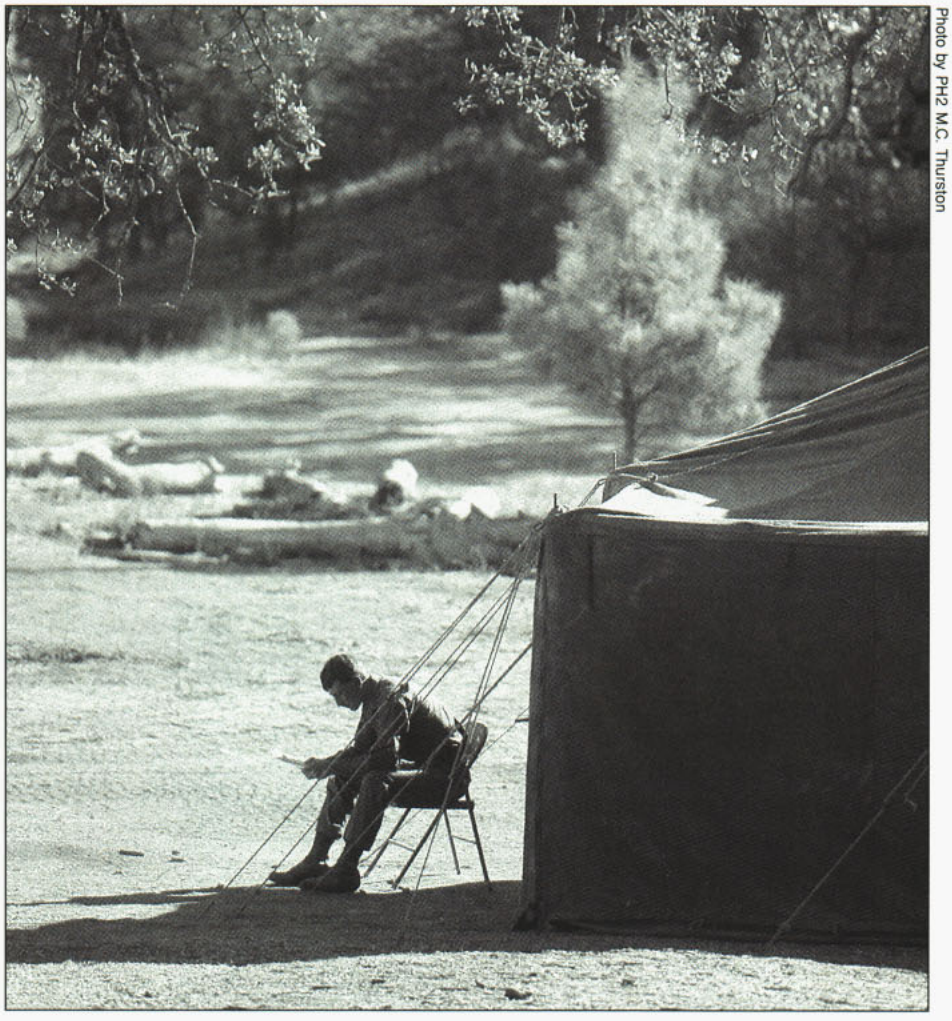


Photo by PH2 M.C. Thurston

Underwater construction:

"Can do" runs deep

Story by J01 Melissa Wood Lefler

At just about 11 each morning, two Arctic polar gray seals popped their heads out of an ice-encrusted diving hole.

With gleaming black eyes and twitching whiskers, the animals silently inspected the strange new mammals who had infiltrated their territory. Just as curiously, the humans stared back.

The daily visits of mother and baby, who had probably never seen a human being before, was one of the high points of this spring's month on the ice for 15 diving Seabees of Underwater Construction Team 1. The Seabee/seal rendezvous persisted for about two weeks, according to master diver Senior Chief Construction Mechanic Charles Ossont, probably until the seals were satisfied that the humans meant them no harm. After that, to the disappointment of the Navy divers, their aquatic counterparts came no more.

A five-week-long scientific research mission just a few degrees south of the North Pole was not atypical for the Norfolk-based Seabees of UCT 1. Although living and working on the ice, complete with an audience of seals and walrus, would be unusual even for Seabees, the Navy's underwater construction teams expect, and look forward to, the unexpected. For them, peril, wondrous sights and strenuous work are all part of being a diving Seabee. These Seabees dive in both the world's warmest and coldest waters, from Africa to South America, to Iceland and Newfoundland.

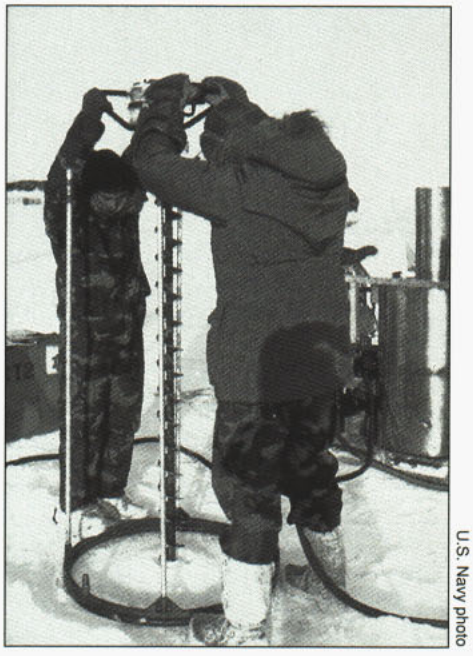
Everywhere they go, they are totally self-sufficient. The 45,000

Underwater cutting by a Seabee diver. What makes UCT Seabees different from other Seabees is the water, not the work.

U.S. Navy photo

U.S. Navy photo

Left: Seabees install a sewer outfall at Naval Station Guantanamo Bay, Cuba. Below: To achieve their mission, divers must overcome adverse conditions around the world. In the Arctic, that means drilling a hole through the ice to get to the water.



U.S. Navy photo

pounds of gear that accompanied 15 men to the Arctic last March included electrical generators, portable recompression chambers and all-terrain vehicles. They also packed diving gear and dry suits for each man, and food, including high-calorie polar rations such as granola, chocolate bars and oatmeal, which were added to double-portion Meals Ready to Eat.

While on the ice, the Seabees slept in tents as outside temperatures plummeted to 102 degrees below zero and ice storms hit with lashing winds of up to 80 mph. All the while, they dove daily into the frigid waters to accomplish their mission.

The Seabees of UCT 1, at the Naval Amphibious Base, Little Creek, Va., and UCT 2, their Pacific-coast counterparts in Port Hueneme, Calif., include about six officers and 110 enlisted people. Just as the typical Seabee battalion employs steelworkers, builders, electricians and heavy equipment operators among other skilled laborers, so, too, do the Navy's underwater construction teams.

What separates the Seabees of the UCTs from the rest of the Navy's Seabees is not the work, but the water. Worldwide — whether shoring up old piers, pouring concrete, building boat ramps, setting detonation charges for underwater blasting or scraping barnacles — UCT divers labor often while completely submerged, outfitted in wet or dry suits and breathing from scuba tanks. If the work sounds hard, that's because it is, say the divers.

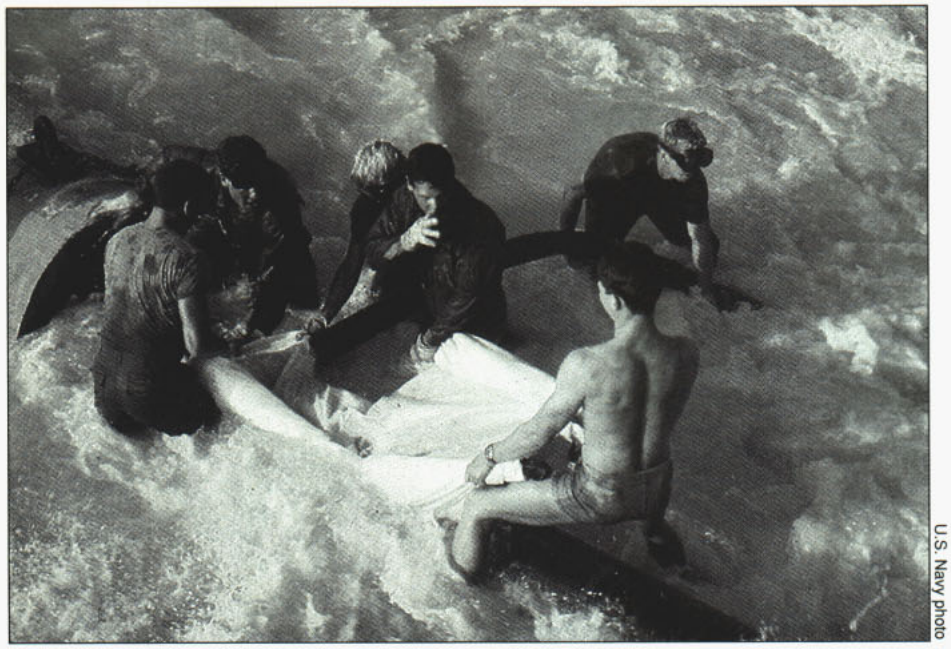
"What you do on the surface, you can't do underwater," explains CM2(DM) David Smith, a tall, athletically-built 27-year-old from Florida who has been diving for the Navy for seven years. "You have to do it differently."

The commanding officer of UCT 1, LCDR Harold Reddish, adds further clarification. "A simple task above can become extremely difficult underwater. For example, say you're smoothing out a concrete bottom you've just poured," said Reddish, a former A-7 pilot turned civil engineering corps officer and qualified diver. "You [the diver] are buoyant, and here you are trying to drag a board along the bottom, fighting the equipment, fighting yourself."

Not only do the Seabees struggle against the body's natural tendency to float to the surface while also coping with strong water currents, there are times when they can't see what their hands are doing, much less what they are working on.

"One day, you'll have 100 feet of visibility, with a breathtaking panorama of undersea life," Ossont said. "The next day, in the same place, on the same job, there's no visibility."

Because of the frequent lack of



U.S. Navy photo

Left: UCT members work in and around the water in all their tasks. Here, they pump concrete to make repairs at Naval Air Station Bermuda. Opposite page: Fixing a pier at Naval Station Guantanamo Bay, Cuba.

visibility, the ability to memorize blueprints is almost as essential as being a strong swimmer.

"It's what I call the Braille method — besides your eyes, you have other senses and over time you train them to adapt," Ossont said, describing his 15 years of underwater construction diving.

Concentration, fighting the currents, trying to see in the dark, and struggling with tanks, masks and gear takes an exhausting toll. Under the best conditions, a diver may work underwater for about two hours, according to Ossont. Under adverse circumstances, such as polar dives, about 40 minutes in the water is maximum.

"In the Arctic, we dive in a full face mask plus a 'dry suit' — no water touches you," Ossont said. "A diver can last in the sub-zero water for about 40 minutes in the new dry suits as opposed to 20 minutes in the old-style wet suits we used to wear."

If the divers feel "nippy" under the ice, they had better come up, Ossont stressed. Divers who ignore these symptoms can lose both dexterity and mental capacity. Eventually, the whole body system can shut down.

"I've seen divers come up from the ice after 22 minutes unable to take their own masks off," Ossont said, recalling past experiences.

To finish the missions, teams of divers go down in relays. On occasion, a diver will submerge again a few hours after his first dive.

As UCT 1's master diver, Ossont takes on the lion's share of responsibility for keeping the divers physically safe and mentally prepared.

"As the supervisor, I ask myself on every job what I can do to make the guys comfortable while they get the job done," said Ossont. Part of what he does includes keeping a sharp eye on the clock and the dive tables — lists of how long divers can stay down in certain depths, and how long they will need to be in recompression chambers once they come to the surface.

Although diving can be a dangerous profession, Ossont said that, many times, the Navy goes beyond requirements to make sure it's as safe as possible for their divers. Ossont began diving in 1974. Since then, he estimates that he himself has made more than 1,000 dives. In contrast to divers such as Ossont who may make a full career working underwater, civilian divers in similar occupations rarely work longer than four or five years.

Ossont has known many men who work as divers outside the Navy, and explained why he has never been lured by commercial offers for higher pay for this high-risk occupation.

"By age 25, many civilian divers are burned out," he said. "They [private industry] have to run right to the edge of the window [to make a profit]. The Navy does it a lot safer. If it takes us two days longer to do the job safely, we take the two days longer."

Selective screening and rigorous physical conditioning during diving school serves the Navy well in finding young men who are willing and able to take on the demands of underwater construction. Seabees who hope to qualify as divers normally serve a tour of duty with a Naval Mobile Construction Battalion before putting in a special request for diving school, LCDR Reddish said.

Requirements to get accepted into the program are tough, and during the nine-week diving school in Panama City, Fla., the weeding out process continues.

"Out of my diving class of 32, [which included students headed for the Navy's other diving communities, such as underwater disposal and SEALs] only 12 graduated," said Engineering Aide 1st Class Ray Stumpf, a former hospital corpsman who cross-rated to become a UCT diver.

As the CO of UCT 1, Reddish has observed the Seabee divers at close range, living and working together on a variety of missions. He thinks he has a good idea of what makes the successful diver tick.

"A diver is someone who enjoys excitement and can't stand sitting behind a desk all the time," said Reddish, who admittedly didn't spend much time behind a desk in his former Navy job as an attack pilot. He said that at least some of his men seem to be the type of people who enjoy adventure. Part of that enjoy-

ment means that they are into physical fitness.

Many of the divers are outdoor types who like hiking, camping, rappelling, and of course scuba diving, during their off-duty or leave time, said Reddish. "These are outgoing and active people," he observed." You have to be in shape, not only physically but mentally."

U.S. Navy photo

"These guys actually like to PT," Reddish continued, speaking of his crew. "We run as a unit, and they'd probably complain if we stopped doing that." He added that the run comes after some of them have already bicycled in to work from home.

Indeed, the cyclists in the unit, some of whom ride 20 miles or more a day, wasted no time in applying the Seabee "can do" motto to their work space. From the rafters they hung a self-constructed bike rack for a half-dozen, expensive, all-terrain bikes "If at first you don't have it, just make it," the rack seems to proclaim. And that's the kind of attitude Reddish fosters. Absolute confidence in their fellow workers and in their abilities is an attitude that divers must have to survive in adverse situations.

Because the jobs may drag out weeks longer than originally planned, emotional strength, as well as physical and mental, is necessary.

"Underwater jobs are tough to schedule—sometimes it goes well, and sometimes it doesn't," EA1 Stumpf said. "It's hard to say in advance how long a job will take.

"Weather is a big factor," Stumpf continued. "Some jobs fall through because of weather, and there you are right back home, when you were looking forward to the job and sights. Other jobs, that look on paper exactly the same as a job you did in three weeks last year, end up going on three months."

CMCS Ossont's repertoire of sea stories are whales of tales made all the more remarkable because they're all true. They are spellbinding tales of sharks wanting his lantern, of a box sea wasp sting that almost killed him, of frostbitten ears and fingertips, of building igloos at a polar survival school alongside Canadian mounties, of landing on ice in planes equipped with snow skis. These sit side by side with more mundane memories of Navy life.

Ossant respects the environment of the deep, but is not intimidated by it.

"I don't worry about my work," he said. "I have the utmost respect for the water, and for the creatures that inhabit it, but I'm not afraid to work in it, and I'm not afraid of them."

It almost goes without saying that after years of living and working under conditions that are difficult to imageine, these divers form a professional organization they are proud to be part of.

Added to that, a change of duty station usually means either UCT1, in Norfolk, or UCT2 in Port Hueneme. It doesn't take long, Reddish said, with only 120 or so people, that everyone knows everyone else.

"You and your dive partner—we call them 'dive buddies' for a reason—it's a very intimate bond, even between an officer and an enlisted person. Your life may depend on that other person," Reddish explained. "In our community, people know each other by professional reputation for years and years. When you get a 'new' person on board, there are no surprises."

Ossont said that after 15 years of diving, he finds it easy to communicate with other divers. "The right wavelength is just there," he said, matter-of-factly.

"The rest of the Navy thinks we're not wrapped too tight as it is," he jested. "Where else could you find volunteers to live in tents at the North Pole?" □

Lefler is assigned to NIRA Det 4, Norfolk.

Civic Action Team

Seabees build friendships on tropical islands.

Story by LCDR Roberto Katekaru and JOCS B.A. Cornfeld
Photos by JOCS B.A. Cornfeld

They were masters of the sea, Micronesians whose ancestry prior to their Indo-Pacific migration has eluded scholars. Centuries ago they used the stars and ocean currents to navigate their outriggers through the Western Pacific Ocean to arrive on the islands of Yap and Palau, places where time and nature have covered these isolated specks of volcanic rock with lush vegetation.

Today, weather-beaten cannons sit dormant in coves, blending with the islands' natural beauty. Broken, rusted warplanes and bullet-ridden structures are obscured by jungle growth, and graves of soldiers and monuments hailing their honor nestle within village boundaries. These are remnants of a war that swept the globe 50 years ago, World War II.

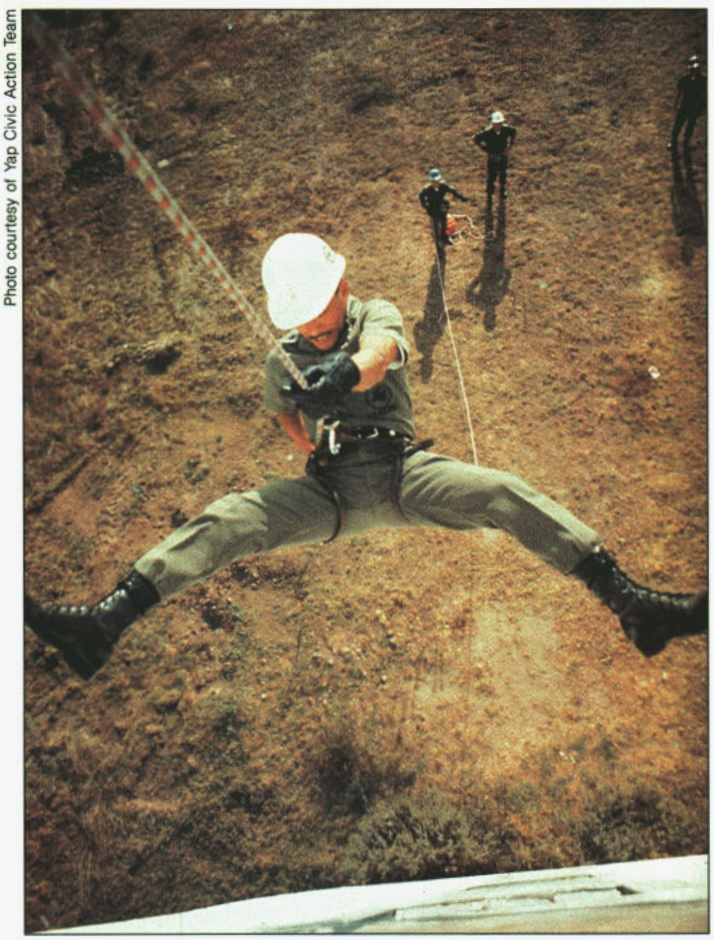


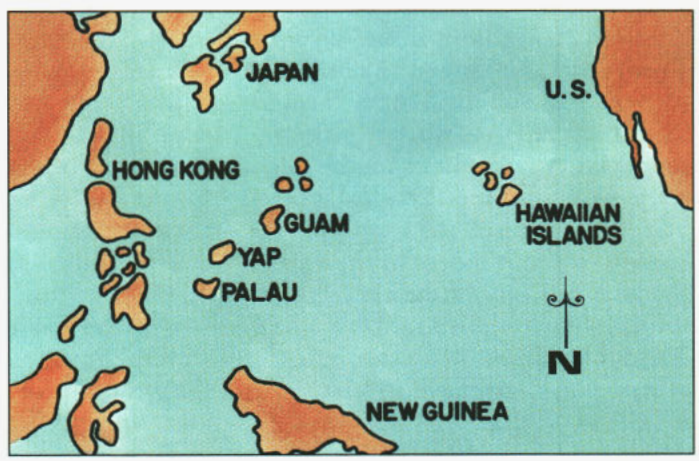
Photo courtesy of Yap Civic Action Team

It's a Sunday morning and a young, barefoot Yapese mother carrying her betel nut basket walks along an unpaved road. Her journey is long. She follows the road past a marsh and through the jungle to her village, Tomil, six miles away. Her three children half walk, half play behind her.

The mother and the oldest child, a girl, wear Western-style dresses, but the two boys sport traditional loincloth wraps called *thus*. An olive-green, dust-covered truck slowly passes them carrying two Seabees on their way to the woman's village dispensary to work on a water line. The Seabees wave greetings to the young family and the islanders' natural shyness momentarily disappears as they return the greeting, friend to friend.

In Tomil, two village children sit in the shade of a tree,

Left: SWC Ignacio P. Lopez rappels off a wall during pre-development training for the Civic Action Team's visit to Yap and Palau. Below: Micronesian islands of Yap and Palau.



leaning against its trunk. They face the building that houses their dispensary. A hundred feet in front of them the Seabees use shovels on the hard earth. The children watch. No one pays attention to the activity on church grounds across the street, which looks much like a social event, contrasting sharply with the men laboring on the waterline.

Children run and dodge around the many groups of women sitting on the grass or on mats. The women talk quietly among themselves as they interweave flowers and leaf strips into neck and head leis. Others carry food to several wooden tables set in buffet fashion. Some of the women are in the traditional dress of their island, topless with colorful grass skirts that hang below their knees and simple leather necklaces for adornment; others are in Western-style clothing. Of the few men visible, most are relaxing and talking in their *faluw*, the village's large, thatched men's house.

Later, air conditioning at the Seabee camp's combined galley-recreation building attacks the dirt-filmed sweat on the two Seabees who have returned from Tomil. They rub the sleeves of their working uniforms across their foreheads between gulps of iced drinks.

LTJG John C. Weaver II, officer-in-charge of the Yap detachment, enters the building and shuffles the men off to get ready for the detachment's weekly softball game against a local team. One of the Seabees mumbles something about there being no hurry since the games always start late.

"Here, it's natural to arrive late — it's accepted," explains Weaver. "That goes along with their whole attitude of 'it'll get done when it gets done.' That attitude is one of the most frustrating things here." It's also one of many island traditions Yap and Palau have in common.

Learning to slow down has been a challenge for Chief Hospital Corpsman Joseph R. Simkins in Palau.

Top: Louis, 74, is considered one of the best fishermen from Rumong, an outer island of Yap. Above: BU2 James A. Corter (left) checks Jackson Saburo's hollow tile work for the addition of two rooms to the McDonald Memorial Hospital in Palau.

"Here on the island, eight o'clock means 'eightish,' so it could mean anywhere from 7:30 to 9:30," he said. "And if you get upset at an islander because he's not there at eight o'clock, he'll tell you, 'Well, I told you I'd be here around eight, and it is — around eight.'"

Palau's vegetation, fed by fierce rainy seasons, matches the brilliance of emerald gems when it stands out against a clear blue sky. Small uninhabited islands that look like thick-stemmed mushrooms capped in green rise from lagoons surrounding the main island; "rock islands" that turn into a photographer's dream image when they're mirrored in the lagoons' calm waters.

An estuary surrounded by mangroves provides protection for small boats wet from one of the almost daily downpours that nurture the life cycle of the island. A

Above: CM2 Kevin Griffitts and Beverly Imeong, a mechanic trainee in Yap, double-check a technical manual. Right: EO2 Emil A. Norby works the backhoe for a waterline in Yap.

young family, undaunted by post-rain humidity and mud puddles, settles into their skiff at the estuary's small pier. The father uses a 15-foot bamboo pole to navigate through the inlet, his eyes occasionally glancing toward a nearby rock island where the family will spend their weekend afternoon fishing. At the end of the pier, the father notices strangers who ask permission to photograph, their words intermingle with "Seabees." The father nods his permission before maneuvering the skiff to the embankment adjacent to the pier.

His name is Reginald, he says in a thick accent, then offers to take the strangers fishing with him. As his wife and children sit silent, he talks about the rock islands and fishing in the lagoons — and of the salt water crocodiles that live in the mangroves. They grow up to 12 feet, he says, and often venture out to sea in open water. The last time a crocodile attacked a man was in 1969. "So, no worry," he says.

Sharks can be more bothersome than crocodiles, as some of the Seabees learned. Builder 2nd Class Daniel T. Kelley, working on a school project in Kayangel, a small island two hours by boat north of Palau, was spearfishing one day when he encountered one.

"I'd already speared a fish," he says, "and the shark grabbed part of the fish right off my spear. I watched that shark come back around, thought 'no way,' and let him have the rest of it, spear and all. I told a native friend about it, and he gave me his spear. It's funny. Mine was bought in a store — his is handmade. His is better than mine was."

BU1 Jeffrey A. Stevens loves the diving in Yap.

"It's unspoiled. There's probably been less than 500 dives around this whole island," he said. "We'd go out and see giant turtles, sharks, stingrays, moray eels and manta rays. There's also a lot of shells if we want to go shell hunting.

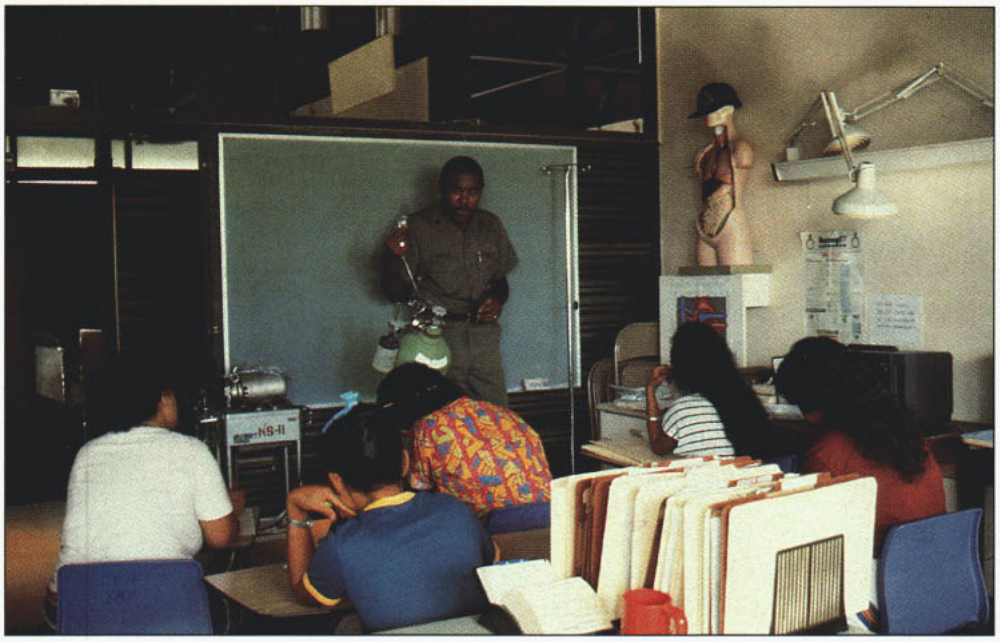
"One day while we were scuba diving, we saw a turtle that looked like it was six feet long by five feet across," Stevens continued. "We tried to ride on him, but he was too fast. He saw us coming and started going down. He went down about 20 feet and looked like a bird almost, flapping his flippers and all."

With the weekend over, the Seabees are back on their projects: resurfacing roads, completing a village waterline, re-roofing a school damaged by a typhoon, building school toilet facilities, adding two rooms to a hospital.

"Our day here begins at 6:45 a.m., and the men sometimes don't finish until 5:30 p.m. or so," says Weaver. "After dinner, a lot of guys will go back to their job sites or into the shops to fix the equipment that they need for the next day, set up supplies, load the truck, or whatever."

"The biggest part of my job here is to keep track of what's going on," says LT Richard E. Crompton, officer-in-charge of the Seabees in Palau, "and one thing I've learned here is attention to detail."

Each officer works with his own local Civic Action Coordinating Committee to select construction projects for the team. Local funding for the projects is for materials, and the money can come from three sources: the



Left: HM1 Curtis K.A. Phillip teaches nursing students how to use an oxygen tank at the Yap Memorial Hospital. Below: BU1 Jeffrey A. Stevens (on ladder) and SW2 Daniel O. Hurt repair toilet facilities at Dalipebinaw Elementary School in Yap.

government, the village that wants the project completed, or the country's own Civic Action Program and the village combined.

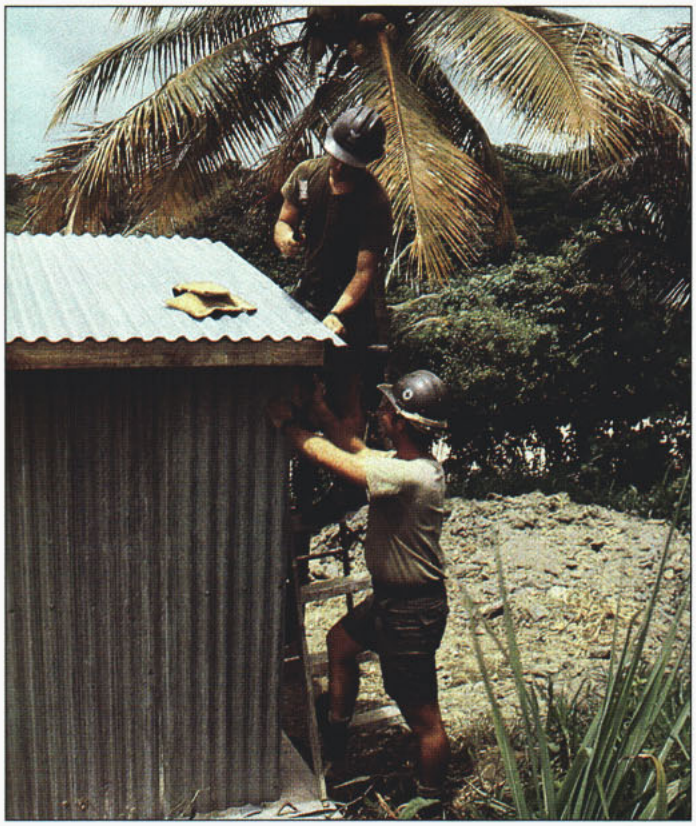
"If somebody comes up to me and says, 'Hey, can you do this job?' I just direct them to the government and it's put in a priority system," says Weaver. "Sometimes we have to stop a job if it's not funded and go to the next one in the priority list. We never stay still — we always jump to the next project and do the one that does have funding."

The CATs also run a 12-month vocational training program. After islanders who have applied for the program are screened by their respective Civic Action officials, they are tested, interviewed and selected by the Seabee teams. Training is available in any of the Seabee construction ratings, from builder to mechanic, and classroom instruction is supported with heavy doses of experience as the trainees work with their instructor-Seabees at job sites.

"The training program is an excellent opportunity for us to work one-on-one with the Yapese people. We learn as much about their culture as we teach them about construction. We try to give them a marketable skill and they give us their friendship," says Weaver.

Communications is a special challenge for the Seabees, who must deal with their trainees on a technical as well as general level. English is taught as a second language in the islands' schools, but once students are out of school, their chances to practice the language is limited.

"I've learned to speak real slow and keep my English to basics," says Equipment Operator 2nd Class James O. Rachal, who also was on Peleliu, a nearby island. "I listen real hard when they talk because they mumble. And they talk with body language — raising of the eyebrows is a yes, just a jerk of the head is no. I really have to pay attention and watch their body language."



Intermingled with the relaxed tropical lifestyle of the islands are the symmetry and unity of the Seabee camps — Camp Katuu in Palau and Camp Gatuw in Yap. They are suggestive of World War II encampments: morning quarters and standard hours to bring time in focus; trimmed lawns and smooth concrete walkways to curb the jungles' disarray; wood and concrete buildings painted white to return the sun's glare; palm trees and spots of

Above: Reginald and his family make their way to the rock islands to fish for a weekend dinner. Right: CM2 Timmy W. Albrecht plays with Palau's camp pets.

controlled jungle foliage to hold the islands' ambience. Inside their rooms the men have souvenirs and gifts from island friends placed neatly beside their military uniforms and memories from home. It's in the camps that the greatest mixture of the two cultures occurs.

Open camp policies during normal liberty hours are standing invitations for the local people to visit the Seabees. In Palau, the camp's recreation room is packed five nights a week when U.S. movies are shown. The whir of the projector is lost in laughter and talking. Outside, people walk around the camp or sit on benches, questioning, answering and talking with Seabees.

"We also show movies in villages and the town every night but Tuesday—in another village near here, the prison, the resort in another hamlet and in the Catholic mission," says Crompton. "More than 400 people a month get to see them."

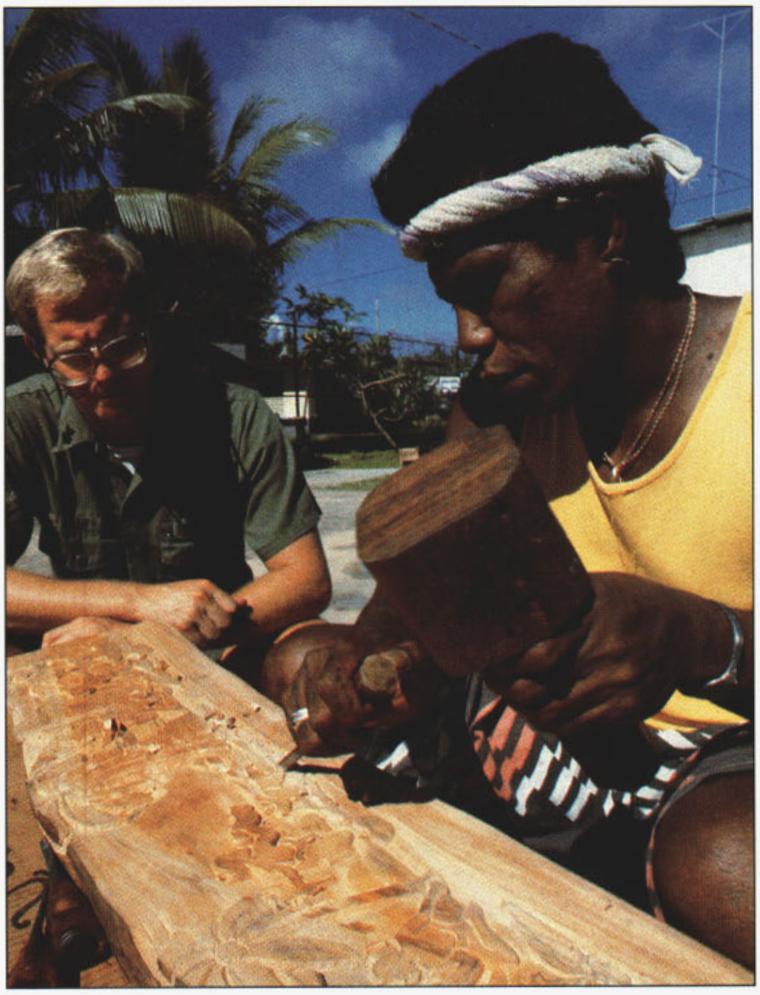
In Yap, where the shyness of the people doesn't override their curiosity and the people are reluctant to come to the base, the Seabees must take the movies to the villages, and sometimes a trip to an outlying village can get a little tough.

Loaded down with projectors, reels of film, flashlights and a portable generator, two men begin their trip in a four-wheel-drive pickup and usually finish by carrying the gear over small wooden bridges and through narrow, sandy jungle trails that widen as they reach the village boundary. After the projector is loaded and the generator is cranked up, a white bed sheet tacked to a concrete wall comes alive with American movie scenes.

These movies are CATs greatest community relations tool, a program that provides an avenue for the social interaction so important on these small islands where the Seabees are now a household name.

Yap is considered the more traditional of the two countries, and an area where this is most evident is in their caste system. Less than a mile from the Seabee camp is the village of Madrich, where people from Yap's smaller islands come seeking medical attention at the hospital, visiting friends, or looking for work. Called outer-islanders, these people are considered lower caste by the people of Yap proper.

Madrich village is measured in meters, very few meters. Space is as cramped as any project area in any city of the world where families live together in a single room. People of the same island keep separate from the people of other islands, and narrow stone and dirt pathways create a maze that eventually leads to living or cooking areas. Western-style clothing is non-existent here; men and boys wear *thus*, women and girls wear *lava-lavas*, wrap cloths that



Left: Alfonso Riumd carves a storyboard while SW1 Marlon D. Jones watches.Below: Ignatius F. Tamannalon and Mona Lisa M. Ruepong chat with SWC Lopez at Rull Village, Yap.

reach from their waists to below their knees.

In addition to showing "outdoor" movies on a Seabee-built billboard-style screen one night a week at Madrich, the Seabees also hold a trash pickup twice a week. As the green dump truck pulls up to the village entrance where trash has been loosely piled, outer-islanders materialize, seemingly from nowhere, with shovels in hand and begin to fill the truck. Even with 10 or more men and women laboring to clear the debris, it takes more than an hour to complete the task.

Even in Yap, the caste system is evident to the Seabees, who are considered among the high caste.

"If we're walking down a path and someone from a lower caste system is walking toward us, they'll step off the path and wait for us to pass by," says EO2 Emil A. Norby. "They'll let us go into some place first, or if we're at a party, they want us to eat first. No one will eat until we eat. We try to tell them, 'That's okay, everyone eat at once,' but they won't. This is their heritage."

Every day, the Seabees add another "sea story" to their list, stories about the islands, the customs and traditions, the culture, the work. But it's the people they say they'll remember most, and these are the stories the men hold closest to their hearts.

"What I'll remember most from here are the people I've made friends with," says BU2 James A. Corter in Palau. "They're almost once-in-a-lifetime friends. The Palauans are not selfish at all. A lot of times we've gone out and they've offered us plates of food, or they picked up the tab. They make only about $1.25 to $1.50 an hour, and here they are buying my dinner."

"I'll walk by a picnic or a party and they'll run out and give me food," says Weaver. "I can't disgrace them by not accepting, so I accept it. They really want to give me something, and that food is what they have to give. They always want to give."

Palau and Yap are slowly changing. The masters of the sea who established these two nations centuries ago left a legacy that has seen these modern Micronesians to the threshold of the 21st century. Now, the tradition is combined with the modern: tribal chiefs and elected officials, thatched huts and concrete buildings, native dress and Western-style clothes.

As these people slowly increase their contact with other nations and new technologies, the Seabees are there to help them adjust, through construction, through training, through a sense of self-reliance.

"I like helping people, and I think that's really the bottom line here," says Weaver. "We're in the military and yet we're helping people. That's really special." □

Cornfeld is assigned to Public Affairs Office, U.S. Naval Construction Battalion, U.S. Pacific Fleet, Pearl Harbor, Hawaii. Katekaru was assigned to PAO, U.S. Naval Construction Battalion, U.S. PacFlt, and is now assigned to Personnel Support Activity, Naples, Italy.

U.S. Navy photo

Fleet 'Bees

Amphibious Construction Battalion 1

Story by PH2 August C. Sigur

Aboard the steel, flat-bottomed craft, the coxswain kept sight of the pilot guiding him to the beach.

"Two degrees to port," crackled over the coxswain's headset.

"Two degrees to port, aye," the coxswain acknowledged as he shifted controls, slowly maneuvering his Side Loadable Warping Tug toward the sand ramps that would serve as a temporary beach moor.

"Approach looking good. Bring her in!" the pilot radioed.

The tug slid roughly into the sand ramps. While deckhands secured the craft, Seabee equipment operators fired up a dormant crane nearby. Taking on the likeness of an awakening dragon, the 140-ton crane spewed large volumes of smoke before its driver inched the giant machine to the tug's pontoon causeway.

Every move was watched and guided by the crane's crew as the equipment operator skillfully centered the crane in front of the causeway, hesitated, then slowly drove onto it. The causeway rocked under the weight, its sections sinking into the sand and water, then bobbing up, as the crane moved along.

"All clear. Prepare to cast off!" yelled the coxswain after the machine was secured. With engines winding at 40 percent, he gently dislodged his loaded craft from the sand.

This is an every day kind of job for the men and women of Amphibious Construction Battalion 1, known as PhibCB 1, at the Naval Amphibious Base, Coronado, Calif. Their job is to move tons of equipment, materials, supplies and personnel from ship to shore, from shore to ship.

PhibCB 1, originally commissioned at Camp Endicott, R.I., in 1943 as the 104th Naval Construction Battalion, is a modern-day version of the World War II Naval Construction Pontoon Battalion.

During the Atlantic and Pacific campaigns, pontoon battalions participated in every major invasion, starting with the Sicilian operation. In the shallow waters of Europe's At-

Photo by PH2 Mark A. Rohlf

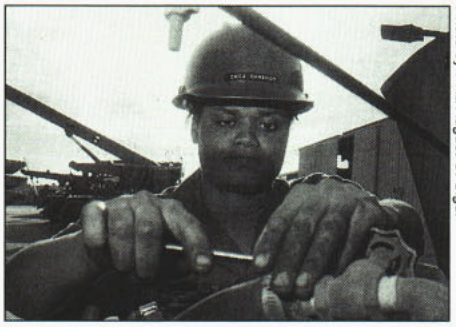


Photo by PH2 August C. Sigur

Left: Sebees set poles in place to secure the floating pontoons. Above: CMCA Mary Cameron loosens a hoseclamp on a diesel engine.

lantic coastlines and remote Pacific islands', undeveloped shores, the pontoon battalion's flat-bottomed craft and causeways alone could move hundreds of thousands of tons of wartime equipment and supplies from ships to hostile beaches in suport of advance units.

In October 1950, NCB 104 was redesignated Amphibious Construction Battalion 1 and saw action during the Korean conflict, the Cuban crisis, the Vietnam War, in Lebanon and Grenada. Most recently, PhibCB1 assisted U.S. naval forces in the Persian Gulf.

Nestled in a small resort town near San Diego, PhibCB 1 is one of the Navy's best-kept secrets. It offers many of the same challenges as a naval mobile construction battalion, peppered with a vast exposure to fleet operations.

With more than 400 active duty officers and enlisted people, the battalion's Seabee-support ratings ratio is nearly even. Its 15-officer complement includes 11 of the Civil Engineer Corps, three Line, and one Supply Corps.

"When my detailer told me I had orders to a battalion in San Diego, I thought he was stringing me along," said LT Tony Boles, Bravo Company (fleet ratings) commander. "Now I realize I was fortunate to be sent to one of the best jobs available to a Civil Engineer Corps officer. Deployments are numerous, but short, to sites such as Thailand, Korea and Honduras."

"This is not your ordinary command, said Engineering Aid 3rd Class Edison Carlos. "Is it fish or fowl? I don't know!" Carlos refers to the apparent difference between Seabees and Fleet " 'Bees." "I have friends in mobile battalions," he said, "but they don't work with other ratings like boatswain's mates and signalmen."

A tour with PhibCB 1 enables Seabees to work with sailors in ratings they don't meet in most duty assignments.

Unlike Seabee mobile construction battalions, where fleet ratings augment the 'Bees, the amphibious battalion depends heavily on both groups. The fleet side is composed of boatswain's mates, enginemen, signalmen, electrician's mates, machinery repairmen, non-designated seamen and firemen. Commonly referred to as "Fleeters" in the Seabee community, these men and women provide sea support for PhibCB 1's many missions.

The other part of the battalion is made up of traditional U.S. Navy Seabees. They are occupational field personnel represented by seven Navy construction ratings that support construction projects and tent camp construction and maintenance during operations.

"One minute we could be on a ship performing an amphibious operation —the next minute we could be helping set up a 500-man beach camp," said BM2 James Nealan, a coxswain instructor in the training department.

The heart of the amphibious battalion is its pontoons: 5 feet b y 7 feet by 5 feet welded steel boxes. Hollow and watertight, they are building blocks for the battalion's transport and pier platforms used to move equipment, supplies and people. Forty-five pontoons are welded together to make a causeway section. Sections are then connected together much like a child's construction set to form floating and elevated causeway piers, causeway ferries and side loadable warping tugs such as the one used to move the 140-ton crane.

The warping tug is a multi-purpose workhorse that serves as the backbone of PhibCB 1's mission. Measuring 21 feet by 90 feet, these slow-moving, cargo-carrying causeway sections resemble flat, riveted slabs of steel. Each is a self-propelled unit crowned by an A-frame winch and pilot house. The battalion's four warping tugs can be used alone as transport craft or connected with one to six causeway sections to form a barge ferry, which can hold more than 600 tons of equipment and supplies.

"I've served with many commands during my career, and this is the first time I have worked with a surface craft as unique as the warping tugs," said BMC Victor Martin. "They are so versatile because they can be used for anything from propelling a non-powered causeway section, to serving as a platform for deploying thousands of feet of fuel or water hose."

Martin, Bravo Company's operations chief, schedules the movement of PhibCB 1's waterfront assets.

When the battalion assigns a detachment — one officer and 24 enlisted people responsible for equipment offloading — to a tank landing

Photo by PH2 August C. Sigur

Pontoons secured together form a floating bridge for heavy equipment arriving aboard ship.

ship in support of an amphibious ready group, four causeway sections and associated equipment go with it. The equipment — blocks, wires and winches — is used to mechanically side-load the causeway sections onto the ship, an evolution that involves raising each causeway section 90 degrees to a vertical position on the ship's after quarter. The sections are securely mounted until the ship arrives at its designated offshore location.

The causeway sections then are released into the water and assembled into a floating causeway ferry, which is driven to the beach and rammed into place to form a floating pier. The tank landing ship connects to the end of the pier and extends its bow rams so that Marines can disembark and equipment can be offloaded.

Generally, camp support people, who select and establish each beach camp site, are flown in ahead of the beach party. Builder 3rd Class Vickie Baker helps build the beach camp when the battalion deploys.

"This is exciting for me," she said. "It gives me the opportunity to prove my abilities in an operations command."

Baker participated in *Team Spirit* in South Korea last year and said it was a unique experience.

"As a member of the battalion's camp support crew," she said, "I built tent structures for the whole naval support element."

Although all the Seabee ratings are kept busy when the battalion is on deployment, some are critical in putting together the tent camps. Engineering aides help develop final construction plans, lay out the camp and conduct surveys for the elevated causeway system. Without construction electricians, who set up and operate power and light generators, many of PhibCB 1's missions would end at sunset. Utilitiesmen install and maintain plumbing units, handle water treatment and distribution systems, and steelworkers build up sections used in the construction of floating causeways.

Another PhibCB 1 mission is support of the Maritime Prepositioning Force. MPF consists of ships that are pre-loaded with combat gear and deployed to forward positions in anticipated combat areas, a program developed in 1979 to increase the responsiveness of logistic support to Marine Corps forces.

Despite its somewhat atypical "Seabee" missions, PhibCB 1 fosters the traditional Seabee "can do" spirit. After the October 1989 earthquake in San Francisco, the battalion mobilized a 14-vehicle convoy to assist in restoring utility services to the stricken area. The convoy included eight tractor-trailers, two large cargo trucks and other vehicles.

"Within 14 hours of initial notification, we were enroute to the disaster area," said LT Lee Ellsworth, the battalion's Alfa Company commander. He led a 43-man team to Naval Support Center Oakland and the Oakland Army base where they repaired water lines, reinstalled sewer systems, and provided heavy equipment support.

"I felt really good about helping with the damage cleanup," said Equipment Operator Constructionman Anthony Bancroft, who ran a front loader while in San Francisco.

Most people consider PhibCB 1 a "hybrid" command, a mix between the fleet Navy and the Seabee battalion. It is, but due to its unit cohesiveness, the men and women of PhibCB 1 can respond to virtually any emergency, carrying out any assigned mission — whether on land or at sea. □

Sigur is assigned to Amphibious Construction Battalion 1, Coronado, Calif.

Seabees in profile

To call him just a plumber would be selling the man short. Fixing leaky pipes may be part of the package, but 20-year-old Utilitiesman Constructionman Shannon Slagle, Naval Mobile Construction Battalion 4, knows enough about boilers, air conditioning and heating systems to make a journeyman blush.

"We are more than plumbers," he said. "We work with anything dealing with water, gas or steam."

What he does best in his rating is hard for him to say.

"I have yet to be tested to my full potential," he said. "But I would like to put my energy into boilers. It's interesting work and you can make a decent living fixing them on the outside."

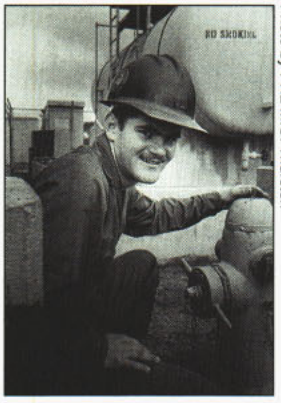


Photo by PH2 M.C. Thurston

UTCN Shannon Slagle

He said that he could have had anything the Navy had to offer regarding training, from nuclear power to electronics, but he is color blind. "That kept me out of a lot training that I would have liked to receive," he said.

Slagle didn't know anything about the Seabees, nor did his recruiter, whose background was in submarines. He decided to try the utilitiesman rating because it seemed interesting and because it was a trade that was marketable in the civilian community.

It was not his original plan to join the Navy after high school. He wanted to continue his education by entering a vocational school dealing with automotive repair, but his parents could not afford to put him through college.

His old desire to be a mechanic has been burning hot of late, and he has been toying with the idea of cross rating to the mechanic side of the Seabees. "My first love and last love has always been mechanics," he said.

If he can't get the training in the Navy, he plans on getting out and going back to Nebraska to attend a technical college for his mechanics certification to fulfill his dream.

"I've been saving money for my education," Slagle said, "and I'm itching to finally attend that vocational school I've always wanted." □

Story by JO1 Phil Eggman. He was assigned to Naval Mobile Construction Battalion 4 at Port Hueneme, Calif., and is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.

For some, getting what they want in the Navy is a direct route — enlist, go to boot camp, attend "A" school and that's it.

But for Equipment Operator 3rd Class Dondie R. Butler, 24, getting what he wanted took considerably more effort. He is now assigned to Naval Mobile Construction Battalion 74, Gulfport, Miss., but he got there the hard way.

When he enlisted in 1985 he wanted to become a heavy equipment operator, but no openings were available. When he finished recruit training, Butler was assigned to radioman "A" school.

"Once at 'A' school I decided that it wasn't going to make me happy," he said.

Butler dropped out of radioman school and reported to USS *Iowa* (BB 61) in Norfolk. "I was assigned to the deck force," he said, "where I painted, swabbed, stood watches and was a chock-and-chain man on the flight deck."

After seven months working on deck, equipment operator school was still closed, so he struck for yeoman.

He was assigned to the captain's office where he completed the Enlisted Surface Warfare Specialist program and was awarded the ESWS pin. Since Butler was still a seaman he could not wear the insignia until he was advanced to petty officer 3rd class.

One day Butler bumped into a friend who was an equipment operator.

"My friend mentioned to me that EO school billets were wide open. That was all I needed to hear," Butler said. He immediately applied to attend.

EO3 Dondie R. Butler

Butler was soon on his way to Gulfport, Miss., where he was enrolled in the class "A" technical school for equipment operators. Instead of answering phones and typing correspondence, he was now learning how to operate a wide variety of heavy-duty construction equipment.

"I consider myself lucky to have seen two sides of the Navy," he said. "I'm proud to be ESWS qualified and be an equipment operator — there's not too many of us out there." □

Story and photo by JO3 Salvatore Maio, assigned to Naval Mobile Construction Battalion 74, Gulfport, Miss.

Seabees in profile

Describing a construction worker as "just darling" might draw a punch in the nose from some, but with Builder Constructionman Alice Garcia, it could draw a gentle smile and an embarrassed laugh. Maybe even a "thank you."

She's 4-foot-11, weighs less than 100 pounds and is 22 years old. The Austin, Texas, native's dark eyes sparkle with enthusiasm and mischief and her hands are in constant motion when she talks about her work with the Seabees at Construction Battalion Unit 413 in Pearl Harbor, Hawaii.

BUCN Alice Garcia

"I know this sounds terrible, but I like to get dirty and sweaty," she said. "When I go home and my muscles are hurting and I feel like I'm just totally drained, I feel I've done a good, hard day."

The youngest child of a Baptist minister, Garcia found that her family wasn't too keen on her joining the Navy, and later was shocked when she told them she was going to be a builder. Everyone at home was convinced she wouldn't go through with it.

"When they started doubting me, that's when I said, 'I'll show them!'" Garcia said. "I wanted to prove it to them, but first I wanted to prove to myself that I could do it."

Now her family, which she describes as a very traditional type, gives her full support.

"When I'm home on leave," she said, "I'm always looking for things to fix around the house — a squeaky cabinet or a loose hinge. When I went home Christmas, my dad was [putting in] the sidewalk around the house, and I put up the form work for him. We mixed the concrete together, poured it, and I troweled it out. My dad kept saying, 'This is great, this is great.'

"My brothers were never into carpentry or anything like that — they've always had desk jobs," she said. "Now, here I am, a daughter, the youngest, going and trying to fix anything and everything that needs to be done.

"Now they're really proud of me, especially considering my size." □

Story and photo by JOCS B.A. Cornfeld, assigned to Public Affairs Office, U.S. Naval Construction Battalion, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Utilitiesman 2nd Class Eric Tarpley, 23, has a twinkle in his eyes whenever he talks about his rating. He comes alive when he discusses his role in Naval Mobile Construction Battalion 1, home ported in Gulfport, Miss.

"Where else can a man my age do what I do? I originally joined the Navy to travel and meet all sorts of interesting people," Tarpley said. "Now I can say I'm glad I joined because of what I've learned in my rating. I'm proud to be a Seabee because it has a positive image."

He should know something about pride. During the last deployment, he was stationed with a detail in Bermuda.

"There weren't many Seabees on the island," he said. "So everytime we did something, people would sit up and take notice."

When Tarpley originally joined the Seabees, he freely admits that he didn't know much about the organization or the work they do.

"I didn't know what the 'Bees were all about until I got into 'A' school," he said. Being a Seabee enables him to learn something about all construction methods.

UT2 Eric Tarpley

Tarpley is currently on deployment with NMCB 1 in Guam. He is assigned to Bravo Company as a project planner.

"I think the most fulfilling part of this work is the hands-on experience," Tarpley said of his current assignment. "You never stop learning in this battalion."

Before reporting to NMCB 1, he was stationed at the Public Works Department in Brawdy Wales, U.K.

"The public works tour was great, but when you come to a battalion you have to be on your toes," he said. "You have a lot more people watching your performance, but you get more quality rating knowledge."

Tarpley, whose hobbies include contact sports, collecting music, singing and reading, is always looking ahead to the future.

"I think in the future I would like to get more training in my rating," he said. "Maybe go to a 'C' school and try to become more proficient." □

Story and photo by NC1 Gregg Travers, assigned to Naval Mobile Construction Battalion 1, Gulfport, Miss.

Seabees in profile

When Kristen Reeves goes to work each morning, she expects to get some heat. In fact, she looks forward to it — 10,000 to 15,000 degrees Fahrenheit worth.

Reeves is a steelworker 3rd class, recently transferred from Construction Battalion Unit 413, Pearl Harbor, Hawaii, to the Public Works Center, Naval Air Station Kingsville, Texas.

SW3 Kristen Reeves

"Welding is hot work," said Reeves. "When I'm wearing my full length coveralls, my shirt, my pants, mitts and helmet — when I've got all this garb on and it's a hot as hell day, say 85 to 90 degrees, and I have this electrode in my hand — it's extremely hot. Sweaty hot. All that heat is just one big mass."

The 26-year-old Seabee doesn't mind the heat or the gasses that sometimes float into her face or even the uncomfortable positions that put a strain on her back and shoulders and neck. She says welding is the best part of her job as a Seabee steelworker.

"I came in to be a welder," she said. "It's fun and it's challenging. A civilian welder just does welding, that's it," she said. "A steelworker in the Navy has several jobs. [At CBU 413] we had training, and we had disaster recovery. We had a lot of extra things like mount-outs where we got all of our equipment together and went sometimes to a remote island and did construction, and we also went on field exercises."

The greatest challenge of her steelworker job, she said, is learning all the facets of her rating. She doesn't get as many diversified jobs as does a steelworker in a battalion.

"When a man from a battalion comes here and I have to work with him, I think the challenge is trying to know as much as he knows. It's not competitive, I just don't want to be ignorant," Reeves said.

"The challenge is being of equal value," she concluded, "because if somebody wanted a steelworker, I would want them to pick me." □

Story and photo by JOCS B.A. Cornfeld, assigned to Public Affairs Office, Commander, U.S. Naval Construction Battalions, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

It touches every life on the planet. Used wisely, it is a friend; denied respect, it can kill instantly.

"Electricity is very unforgiving if you make a mistake," said Construction Electrician 2nd Class Robert Sislo, who has been working with high voltage power distribution and lighting systems for the better part of his five years in the Navy.

"Safety is the key to getting this job done," he said. "If you are not safe, someone is going to get hurt. It only takes one mistake and you are dead."

He said that Seabee electricians work in all aspects of the construction electrician field.

"We do not specialize," he said. "We work on alarm and intercom systems, interior lighting, troubleshooting — if it involves electricity, your average Seabee electrician will know something about it."

In addition to his knowledge as a high voltage lineman, Sislo enjoys working with motors and controls.

Since joining the Seabees, Sislo says he has traveled all over the world, meeting new friends, different people, learning different languages, customs and trades. Since reporting to Naval Mobile Construction Battalion 4 in February 1985, he has been to Egypt, Nigeria, Camaroon and New Guinea. He also participated in a 45-day civic action cruise in the South Pacific.

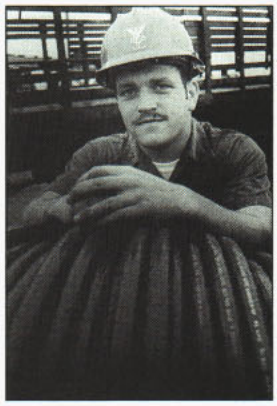


Photo by PH2 M.C. Thurston

CE2 Robert Sislo

"Had I stayed at home, I would probably be working at some gas station wondering what it was like around the world," he said. "The Seabees have shown me that this is a very big world after all, and has made me appreciate, much more today than when I was young, just what my country stands for."

He said that his experience in the Navy has helped him find himself. Besides learning a trade that he enjoys, he has found that his travels have made him feel more a part of the world around him.

Sislo said, "Seeing the world, observing other cultures and sharing my trade with other people, has helped me understand my purpose in life." □

Story by JO1 Phil Eggman. He was assigned to Naval Mobile Construction Battalion 4 at Port Hueneme, Calif., and is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.

Playing fetch

Navy uses sea lions to help recover practice mines.

Story by Jan Kemp Brandon, photos by PH1(AC) Scott M. Allen

What is dark gray, weighs 120 pounds, swims to a depth of 400 feet in less than 90 seconds, and can save the Navy millions of dollars?

You guessed it — a sea lion.

These versatile, adventurous mammals, weighing anywhere from 118 to 141 pounds, can swim down to depths of 600 feet. They are part of a fleet-deployed unit called the Mark 5 Marine Mammal System. The unit is being used by Explosive Ordnance Disposal Mobile Unit 3, San Diego, Calif., and Explosive Ordnance Disposal Mobile Unit 4, Key West, Fla.

"We use sea lions to recover practice ordnance from the ocean floor," said LCDR Hugh Sease III, operations officer for EOD MU 4.

"They're extremely efficient," Sease said, "because one handler and one sea lion can recover mines faster and more efficiently than the current method of using Navy divers."

Navy divers are used to recover practice mines only to a depth of 130 feet.

"You use two divers at once, and if you send those divers down to 130 feet, they're done for a 12-hour period — they can't dive again," Sease explained. "You have to bring them up and put in two new divers. Consequently, you use a large number of divers."

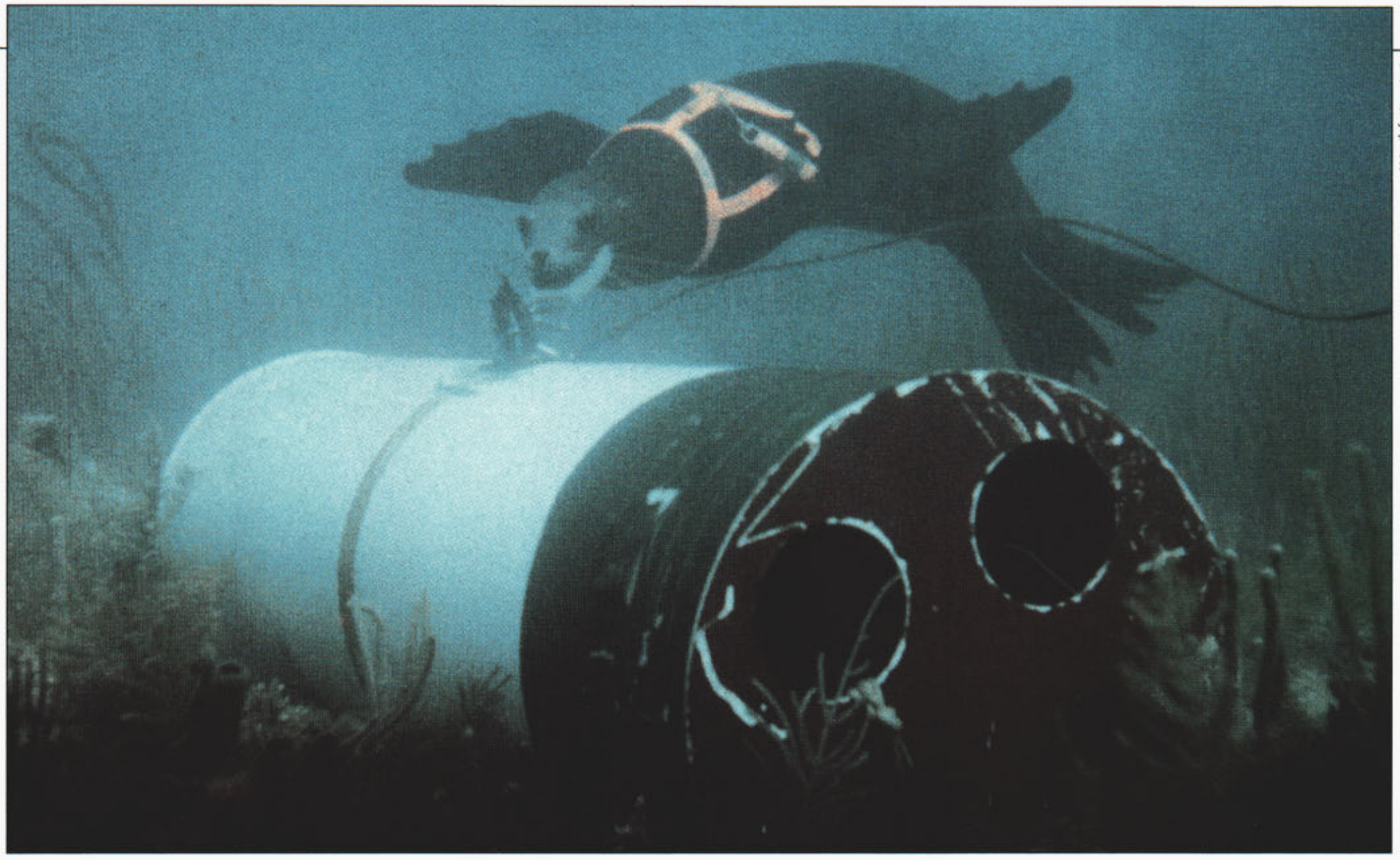
Manpower and equipment is costly, and with divers limited to only 130 feet, many mines are not recovered. A sea lion can help recover 15 to 20 mines from 130 feet depths in a little more than one hour.

"It's a lot cheaper to get a sea lion to work for a bucket of fish than the cost for a set of divers and setting up dive platforms," added Quartermaster 2nd Class Dan Connolly, a 2nd class diver and primary handler assigned to MU 4.

Practice mines that are more than 130 feet underwater are abandoned, according to Sease. "Those material assets are lost to the Navy," he said. "Sea lions can recover those mines, which are returned to the system to be dropped again. The Navy does not have to spend money for the same thing."

Sea lions have the ability to see and hear very well underwater. "Pingers," or acoustic beacons, are attached to the mines, so the animals are able to find them.

"There are two pingers attached to the mine. One is a 37 kilohertz pinger, which the handlers can



U.S. Navy photo

Project Quick Find trains sea lions to locate and mark practice mines on the ocean floor for recovery at a later time.

hear by using a pinger receiver," Sease said. "The other is a nine kilohertz pinger that is within the animals' hearing range."

"The nine kilohertz pinger is within hearing range of not only the sea lion, but people, too," Connolly said. "The difference is, that once the sea lion is in the water he can tell the direction the sound is coming from. People can't — we just hear a sound in the water."

The coxswain positions the boat in the general location of the mine by means of the 37 kilohertz pinger, the handler tells the sea lion to get in the water and hands it a grabber device attached to a line which the handler holds. The grabber has a rubber bite plate attached to a stainless steel plate with a hook.

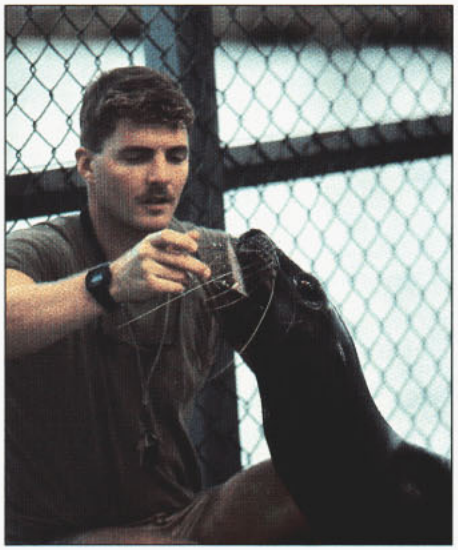
The animal takes the grabber, swims down to the mine, attaches the hook to a ring on the mine and returns to the surface. The handler tugs on the line and connects the line to a buoy so a recovery craft can winch the 2,000 pound concrete mine out of the water. The sea lions never do any hard labor.

"There is no danger to the sea lions. The sea lions have common sense, and if they don't think it's safe to hook up, or if there is something down there that bothers them, then they will spit the grabber out and return to the surface," said Sease. "We will send the animal back down, three or four times and if the sea lion won't hook up, then we'll move on."

The handlers always watch for hazards the sea lion might encounter such as sharks or stray fishing line.

A harness with a 37 kilohertz pinger attached to it is used on the sea lions when they are working. This way, the handlers can "see" them at all times with the pinger receiver. If a sea lion stays in the open water and does not return, the harnesses are designed with a dissolvable link that falls apart after being in salt water for a continuous 29 hours.

The sea lions are transported by boat in cages to the work area, about 13 to 14 miles from shore to the deeper water. These cages have foam pads on the top and bottom. If the cage falls into the water or the boat sinks, the cage will float so the sea lions can swim and keep their heads above water until they can be picked up.



Initially, the sea lions are trained in a tank-like pool as if they were doing actual mine recovery. The trainer, using hand signals and voice commands, gives the sea lion the grabber

Sea lions

device to attach to a practice mine at the bottom of the pen. As soon as the sea lion does the hook up, it swims back to the surface and is rewarded with its favorite food — fish.

According to Sease, four sea lions are used in an average operation which might last up to six hours. This is because one animal might get bored with the exercise or eat so much food that it is no longer motivated. "Then you swap out animals and continue recovering mines until you've cycled through all four animals."

Sea lions have different personalities, according to Sease. Some are braver, while some are more adventurous than others.

"It's basically the same as working with a dog — the behavior is generally the same — like using dog biscuits to train a dog," he said. "Instead, we use fish."

Even though sea lions can be trained fairly easily and can learn a new task within two to three weeks, "it takes someone who is extremely patient to work with them," said Sease. "It's kind of like working with kids — one day they'll do really good and the next day they might not do as well."

The divers are required to complete a training course in order to become handlers.

The sea lions complete a year-long course at Naval Ocean Systems Center in San Diego, Calif., where they learn basic behavior. Once they pass the course, they are brought to EOD MU 3 in California, or EOD MU 4 in Florida.

The sea lions are kept on a strict dietary regimen and enjoy such menu specialties as mackerel, smelt, squid and herring.

"We spend about $45,000 to $60,000 a year on frozen fish to feed these mammals," said Sease.

According to Sease, the sea lions' food is fit for human consumption and the cleanliness of the operation surpasses any restaurant kitchen in the city.

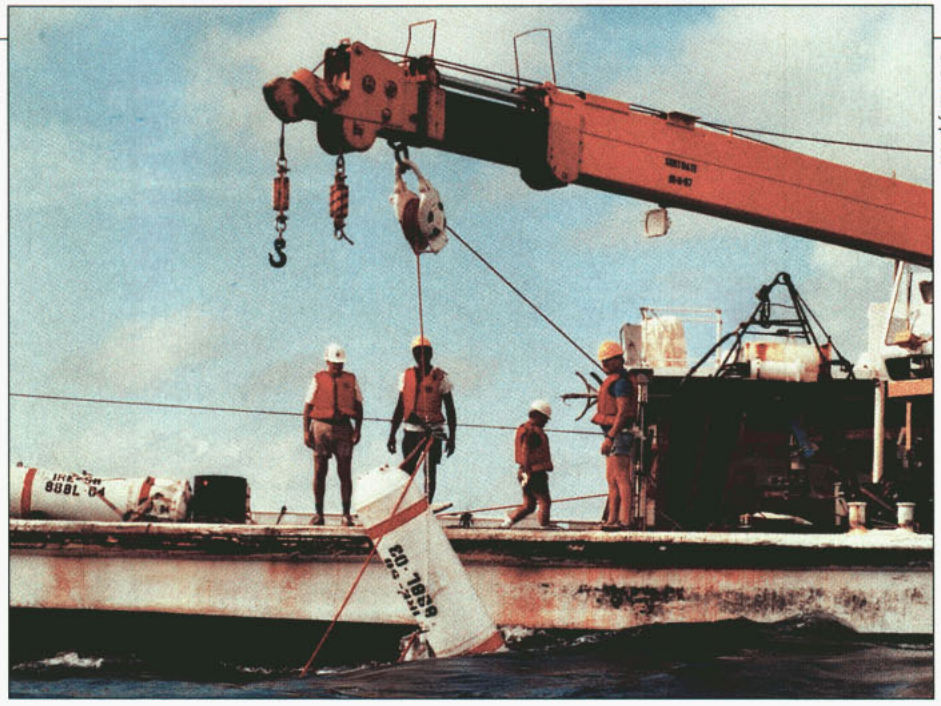
"The Marine Mammal Commission, appointed by the President, inspected us last February — we passed with flying colors," he said.

The sea lions are inspected daily for health problems by a veterinarian. A Navy hospital corpsman, who is there for the divers, also assists the veterinarian in taking care of the sea lions. A veterinary lab and medicines are also on the premises.

The handlers who work with the sea lions are enthusiastic about the program.

"I love doing this," said QM2 Connolly. "It's an out-of-the ordinary task for someone in EOD. This gives something back to you. You pick up a new task and see progress every time. You actually go out and see the whole thing come together. It's extremely rewarding." □

Brandon is a writer for All Hands. *Allen is a photojournalist for* All Hands.



U.S. Navy photo

U.S. Navy photo

The Quick Find program uses a small rubber boat, a sea lion and two or three handlers. It costs much less than using Navy divers.

Home again

Minesweepers return from Persian Gulf.

Story by JO2 Dan Sweet

Three Navy minesweepers returned to their Puget Sound homeport in Washington state "high and dry" recently, after serving two and a half years in the Persian Gulf.

USS *Esteem*, *Enhance* and *Conquest* entered Elliott Bay piggybacked on board the civilian heavy lift vessel *Super Servant 3*.

Crew members of the three ships were among those watching pierside when the unique vessel docked. Almost 150 crew members flew home after the ships departed the Gulf. A 19-man support crew rode with the minesweepers during their 46-day transit across the Indian and Pacific Oceans.

"Basically, our crew was tasked with security, safety, damage control and routine maintenance of the idle equipment," said LCDR Steven Johnson, commanding officer of *Esteem*, as well as officer in charge of the transit detachment. "The 19-man crew did a really super job. Everybody did a wide range of work."

Each of the 172-foot ships had spent more than two and a half years in the Persian Gulf conducting mine countermeasure operations to protect shipping in the area. The ships originally received an enhanced-tow to the Gulf in August 1987.

Rotating 25 percent of the crew each month, personnel assigned aboard the minesweepers served a four-month shift in the Gulf. Crews from the six minesweepers assigned to the West Coast that did not make the transit were also part of the rotation that typically allowed an eight-month break between shifts in the Gulf.

U.S. Navy photo

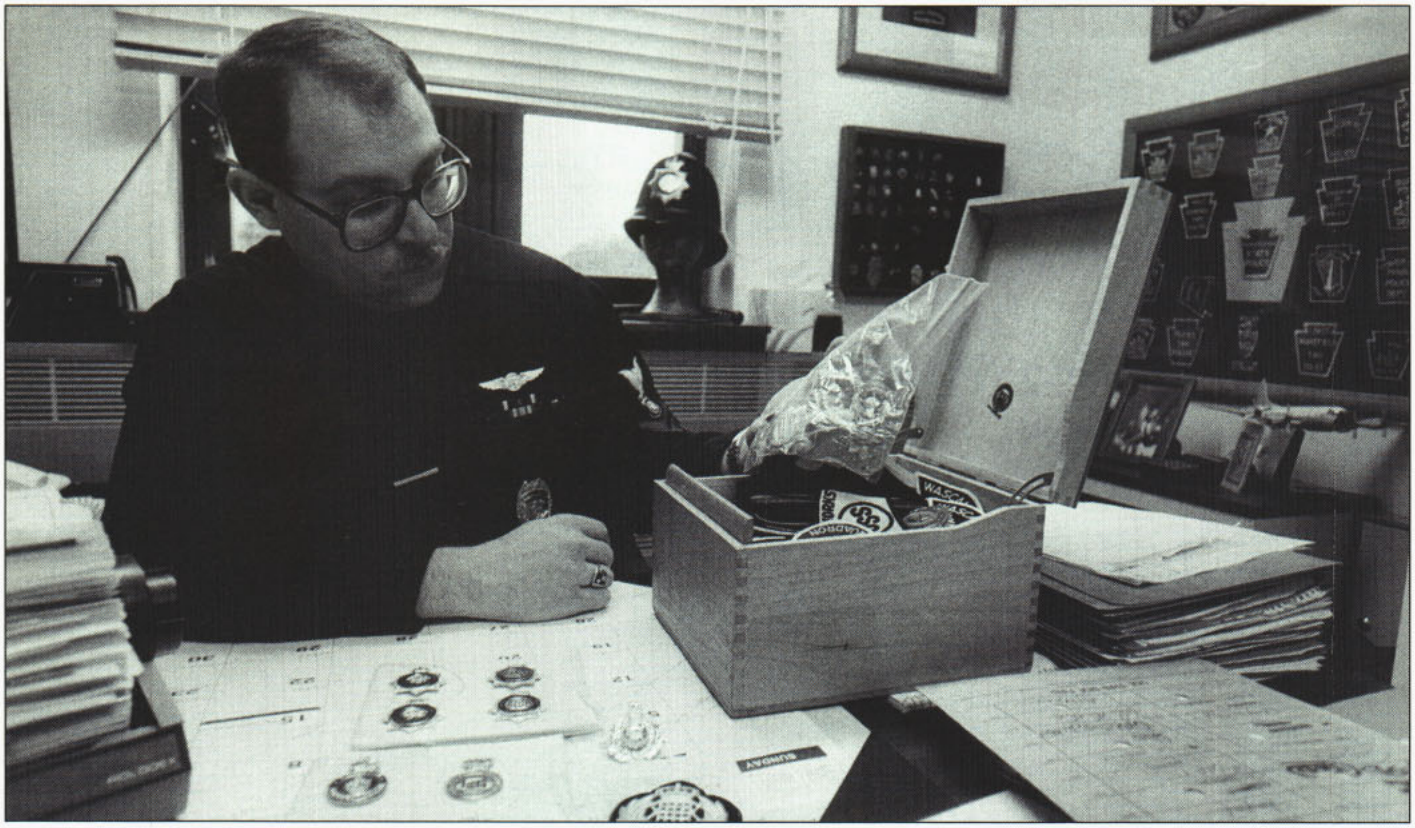
***Super Servant* delivers three Navy minesweepers to their Puget Sound home port after two and a half years in the Gulf.**

"It was a good plan," noted Johnson. "It had flexibility and provided for a continued experience level." Johnson also added that in his estimation, 75 to 80 percent of West Coast minesweeper crew members had seen at least one tour in the Gulf, and in some cases, as many as three trips over. He also indicated that there was usually a 10-day training period after rotation took place, so that hands could refamiliarize themselves with the operations in the Gulf.

When crew members weren't in the Gulf, they were assigned to minesweepers in San Diego, San Francisco or the Puget Sound area, where they continued to receive training, as well as conducting local operations.

Three days after the ship's arrival in Seattle, they were off-loaded in a process that involved flooding the ballast tanks of the *Super Servant 3* and "sinking" the vessel out from under the minesweepers. *Enhance* has returned to her homeport in Tacoma, while *Esteem* and *Conquest* remain in Seattle. □

Sweet is assigned to Public Affairs Office, Naval Base Seattle.



Badge collector

If you ask for his identification — look out!

Story and photos by JO1 Melissa Wood Lefler

When Master-at-Arms 1st Class Michael Audette's wife gently pointed out that his police memorabilia was covering much of their available wall space, and that their home had begun to resemble a police barracks, Audette fell back on the time-honored solution to the husband/wife, male/female home-decorating impasse. He simply moved his stuff to the office.

But Audette's police memorabilia collection — only half of it framed — of 1,700 police patches, and 450 to 500 police hat devices and badges, has not passed unnoticed or without remark at work, either.

Recently, at the brand-new military police headquarters building shared by the U.S. Navy military police and the Scottish Defense Ministry police at Royal Air Force Base Edzell, Audette's boss made an irreverent remark, reflecting opinions possibly similar to those of Audette's wife.

"Geeze, Audette, we're going to have to move you to a bigger office to store all this junk — there's no place left for your desk," observed Audette's supervisor, MAC Matthew Davis, after poking his head in the door of Audette's office early one rainy morning.

A local Scottish policeman who dropped by later reacted more courteously. "My, this *is* quite a splendid amount you have here," he said, gazing in from the doorway at the bedecked office walls.

Audette, 29, hails from Winooshi, Vt., and originally joined the Navy to be an aviation machinist's mate. It seemed a logical choice after studying jet mechanics for two years at a Burlington, Vt., vocational and technical school. When he learned that he could fly as a Navy jet mechanic, he

was sold on the idea.

During a Western Pacific cruise in 1983, Audette suffered a knee injury and a setback. Instead of getting promised orders to Spain, he was transferred to Norfolk for medical treatment.

Grounded from his first love, flying as a member of an air crew, Audette began to get restless and wondered whether he could ever pass an air crew physical again.

Always interested in police work, Audette decided that switching his rating to Navy master-at-arms looked like a good alternative. While waiting for Naval Military Personnel Command approval for the change, his knee healed, and he was again sent on deployment, this time to Denmark with Helicopter Squadron 16. While in Denmark, his approval to change ratings came through. When it was time to reenlist, Audette learned that another special request had been approved — orders to dog-handling school.

While at K-9 school at Lackland Air Force Base, Texas, Audette slipped unknowingly into his soon-to-be hobby. Air Force and Army classmates who had become his friends suggested that trading unit patches would be a good way to remember each other and their school days.

A few months later, back in Norfolk and working as a dog handler with the Norfolk base police, Audette received another request to trade patches with a civilian policeman who dropped by his office. Audette was intrigued — his patch collection was growing, seemingly on its own.

"I got this book AAA puts out — it has the names and addresses of state police departments," he said. "I wrote to each address —"

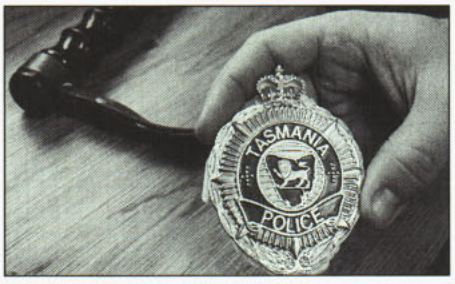
With these letters, swapping one for one, Audette collected patches from state and city police departments in all 50 states. The letters also hooked him up with other collectors, and he now has a desk-top file stuffed full of thousands of their business cards.

Audette branched out, collecting Army military police patches and hat and collar devices, and Royal Canadian Mounted Police patches.

"Each Army MP unit has an individual crest," he said. "When I went through the [joint service] investigative school, each person in the class, knowing that I collected, gave me one."

Now, Audette has hundreds of duplicate patches from civilian and military police units all over the world. He uses those to get other patches and devices he doesn't have.

It's not the patches, badges and



MA1 Michael Audette has collected police badges and other paraphernalia from all over the world.

pins that have been expensive to collect, Audette explains, especially because he started out trading one for one. Audette estimates, however, that he has shelled out between $700 and $800 in postage and almost as much for frames.

"I save my pennies out of each paycheck and when I get enough to have someone professionally mount my stuff, I go ahead," Audette said.

On Audette's office walls there are two small exceptions to the preeminent felt-backed, glass showcased badges and patches — a silver laser etching of a German shepherd's head and a black and white photograph of the dog wearing sunglasses, leaning out the window of a military police truck.

One of the hardest days of his life, Audette remembered, was when he had to have his first military working dog put to sleep because of hip dysplasia.

Audette has since changed his specialty, becoming an investigator, not so much because of that experience, but for better opportunities for promotion and for experience supervising people. "As a dog handler, there were very few billets aboard ship," Audette said.

If duty in the United Kingdom has been good for Audette's new military police specialty, allowing him to be a supervisor, it has also been good for his police memorabilia collection.

"When I see a police officer who has something I want, we work out a trade," Audette said, explaining how he got his British bobby's hat, which is proudly displayed on a stand behind his desk.

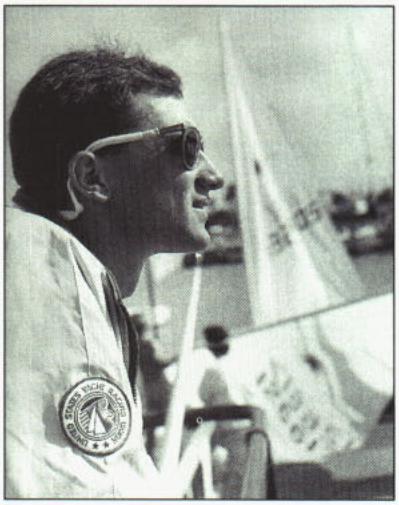
Over the years, about six of the police officers Audette has corresponded with regarding his collection have become full-fledged pen pals and friends. They live all over the world, from Pennsylvania to California, in Canada, New Zealand and Australia. An Australian policeman and fellow collector who visited Audette in Norfolk is coming to Scotland for a vacation with his family.

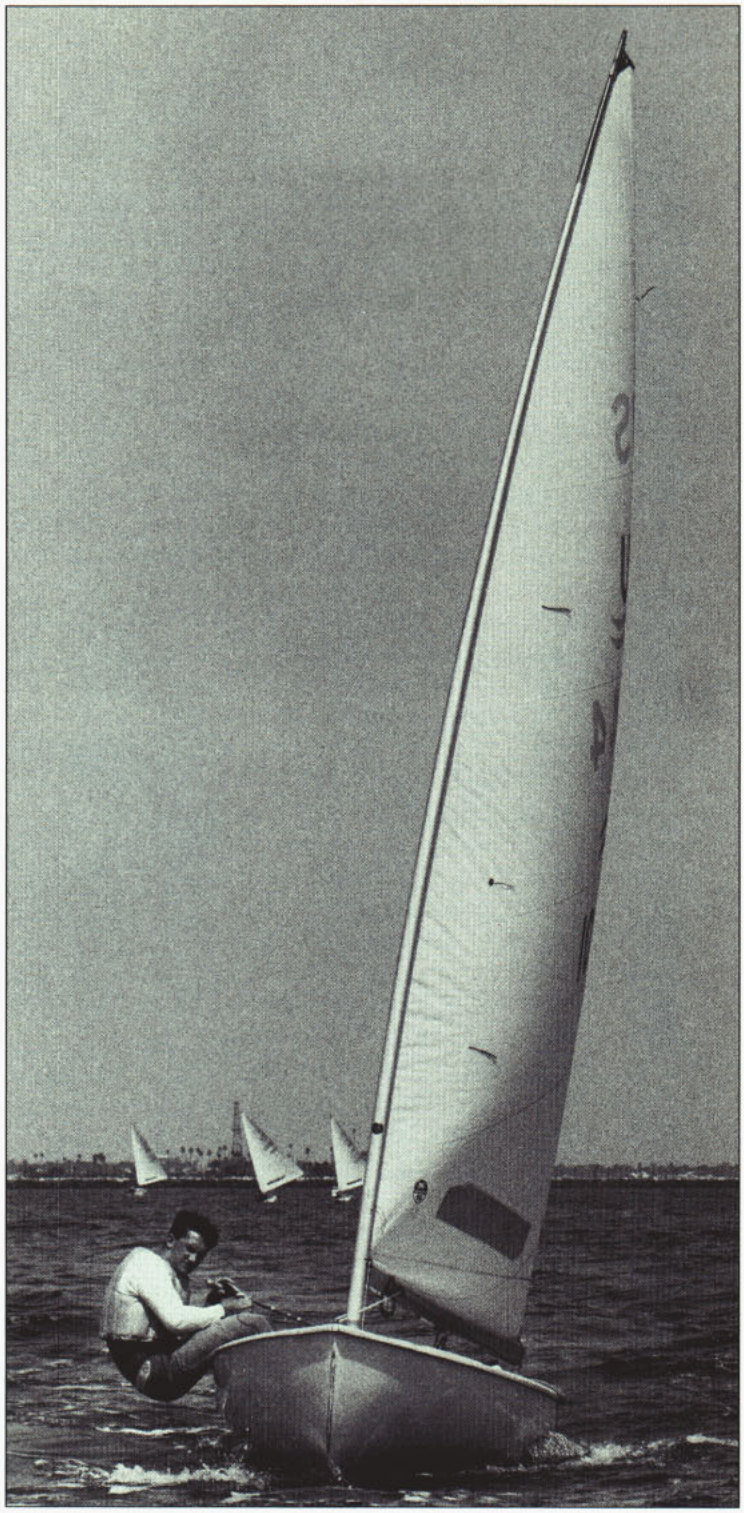
Together, Audette hopes, he and his Australian friend will drive to the Scottish police college to see its huge collection of hats, badges and trudgeons or billy clubs.

"Those clubs are what I want to start collecting next," Audette confided.

He doesn't know where he'll find room to display them, yet. Though his police memorabilia is in his office, the walls at home are not exactly bare, he reports. "Now my wife has her oil paintings hung up all over the place," he said with a shrug. □

Lefler is assigned to NIRA Det. 4, Norfolk.





Sailing to win

Sailor aims for Olympic competition.

Story and photos by PH2 Michael Poche

As a boy growing up in Madison, Conn., Alexander C. Cutler would sail Long Island Sound with his father, developing a passion for the sea and the boats that grace it.

He participated in numerous sailing competitions as a youth, on weekends and during his summers off from Middleton's Xavier High School. He did fairly well. But he never dreamed that he would win at the collegiate level, let alone take home a national sailing championship.

Today, Cutler's life is the sea and his dreams are reality. As an ensign and surface warfare officer aboard the frigate USS *Wadsworth* (FFG 9) in Long Beach, Calif., Cutler is a member of the 1990 U.S. sailing team, with a goal to compete and win in the 1992 Olympics. He finished third out of a field of 50 at the 1988 Olympic Trials.

"It's the ultimate, it's the best you

Left: ENS Cutler, 1989 Armed Forces Athlete of the Year, competes in an Olympic Class Regatta in Long Beach, Calif. Above: Cutler leads the pack on the way to victory.

can do," said Cutler, the 1989 national *Finn*-class sailing champion, and the 1989 Armed Forces Athlete of the Year and Navy Male Athlete of the Year. "I just want to be the best at my sport, something I can tell my grandkids about."

Each country can only send its best competitor in *Finn*-class sailing to the Olympics. To represent the United States at Barcelona, Spain, in 1992, Cutler will have to crisscross the country and win a series of "qualifiers."

This year's schedule took him from Long Beach to the North American Championships in May to qualify for the 1990 Goodwill Games in Seattle. He also took part in the European sailing championships in June at the Hayling Island Club, in England, and in the World Championships in Porto Carras, Greece, in July.

According to Cutler, competing in *Finn*-class sailing on an international level requires it all: "You have the tactical ability, the finesse, the endurance and the brute strength." *Finn*-class sailboats, which are 14-feet long and weigh about 300 pounds, are among the most physically demanding in the sport to sail.

"Working on the ship, particularly up in the combat information center, is not too far off from what I do in sailing," Cutler said. "You really need the ability to grasp everything that's going on and perform several mental tasks at the same time."

Serving at sea interrupts training and puts Cutler at a disadvantage in respect to his civilian competition. But Cutler trains under way on *Wadsworth*, by lifting weights to "bulk up and gain weight," he said.

"In port I ride a bike, because it's the closest I can get to the aerobic activity and leg strength needed," he added. "But I haven't really gotten a training regimen down yet."

Cutler was recruited for sailing by the U.S. Naval Academy at Annapolis, Md. He won consecutive national single-handed sailing championships in 1986 and 1987 while compiling the best collegiate record in the history of *Finn* sailing. In 1988, Cutler graduated with a bachelor's degree in naval architecture.

"I sailed every day at the Naval Academy for four years," he said. "Right now I'm at the point where I don't need to practice that much — I just need to get tuned up."

For now, Cutler says his immediate goal is to win the qualifiers, with the long-range goal "to win the big title." His life-long philosophy on successful sailing is summed up this way: "You have to have the ability to think and work at the same time — always be thinking ahead." □

Poche is a photojournalist assigned to the Navy Public Affairs Center, San Diego.

Leaving his mark

Gator sailor helped amphib Navy into next century with design planning of Wasp-class ships.

Story by JO1 Dennis Everette

Each sailor in his or her own way affects the lives of other sailors. Suggestions and answers to problems voiced today enrich the lives of tomorrow's shipmates. Change comes slowly and usually long after the suggestor's transfer to a new command or to the retired lists.

One man, who has had an impact on the lives of many sailors, considers himself lucky to have been able to watch his ideas come to life. During his 34-year Navy career, CAPT Robert J. Ianucci was an active participant and influence in the modernization of the Navy/Marine Corps amphibious force.

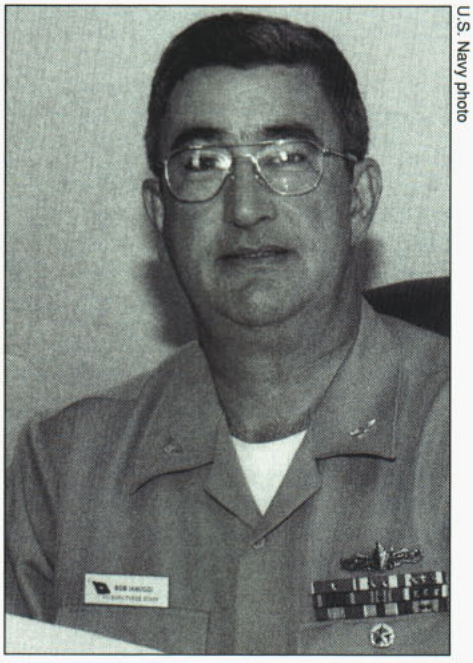
Ianucci recently completed a tour as Chief of Staff for Commander, Amphibious Group 3 in San Diego.

As the 1980s began, "the Navy was looking at increasing the amphibious lift of the Navy from a Marine Expeditionary Force to an MEF plus brigade," said Ianucci in his office at Commander Amphibious Group 3, in San Diego. "That's a significant increase."

At that time he was the commissioning executive officer on USS *Nassau* (LHA 4). His next assignment was Washington, D.C., on the Chief of Naval Operations staff.

"The first assignment I was given as Head of the Amphibious Ship Acquisition Branch," he recalled, "was a short notice requirement to build a new class of amphibious assault ship, the LHD." It was a class that had originally been intended to replace the LPH class in the mid 1990s, but was being accelerated by five years in order to address the Navy's and Marine Corps' increased cargo, vehicle, aircraft and troop lift requirements.

"Since I was reporting fresh from my assignment as commissioning XO of *Nassau*, I had a lot of ideas on what the next generation of large amphibious ships should have in and on them," Ianucci said. The LHD 1 design incorporates several features that came from his personal experiences onboard *Nassau*.



U.S. Navy photo

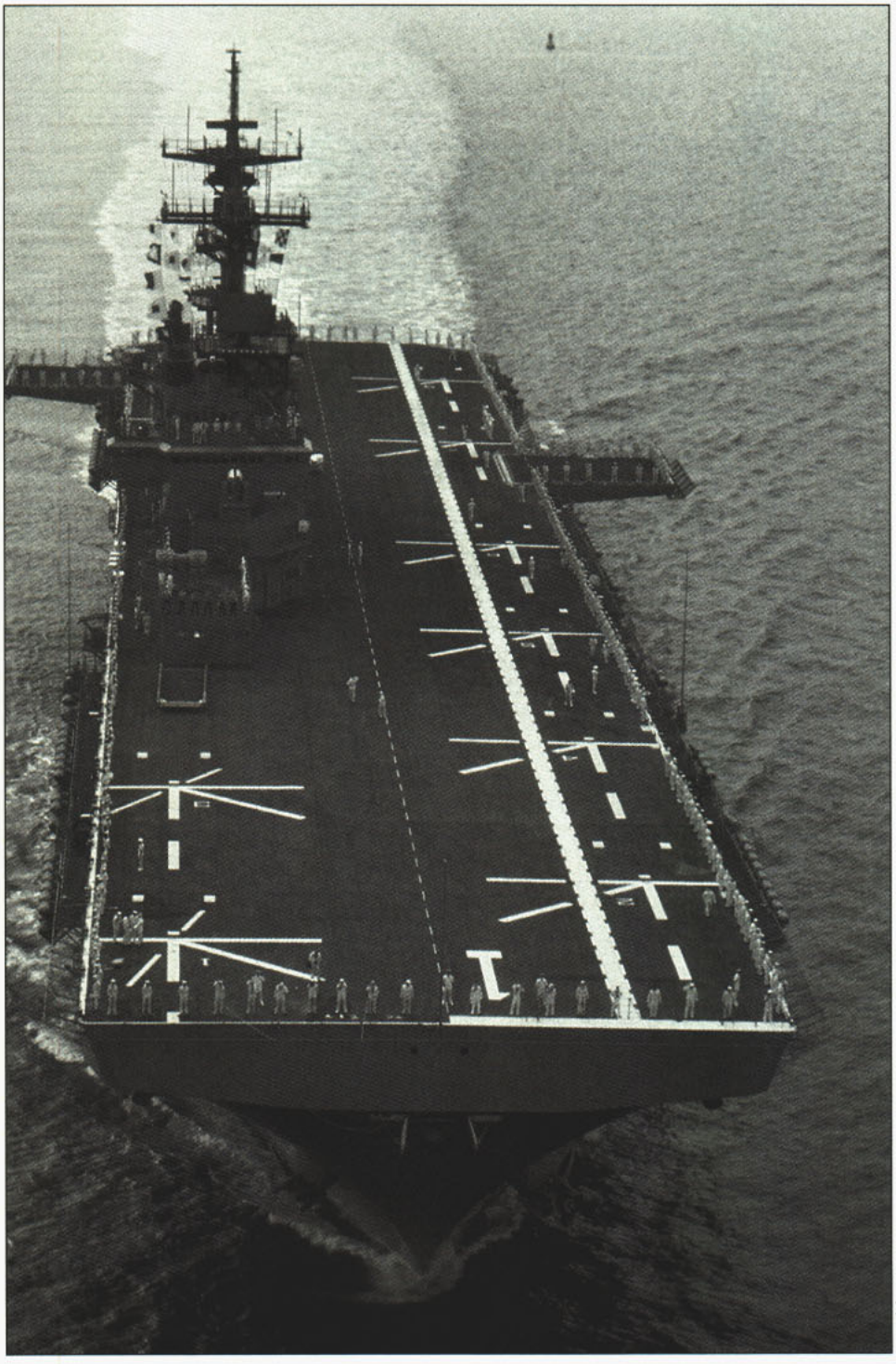
CAPT Robert J. Ianucci

"The flight deck was one," said Ianucci. "The LHA has a mild steel flight deck, and with larger aircraft — *Harrier*s and aircraft only on the drawing boards now — I felt there should be better armoring of the flight deck. I pushed specifically to have protection against chemical and biological warfare, ballistic protection built into the ship through additional bulkheads and passageways and I insisted that it have a state of the art command and control system to properly support the embarked amphibious task force commander."

Ianucci's suggestions were based on many years of experience in the "gator Navy." When he left the submarine force and entered the amphib force in 1974, "we were still doing the Vietnam and World War II type amphibious assaults," Ianucci said, "everything just off the beach.

"Over the time I've been involved, we have introduced the LCAC (Landing Craft Air Cushion) the *Whidbey Island* and *Wasp* ships as major factors in bringing the surface borne assault up to the same over-the-horizon capability we have from helicopter borne assault from the sea."

"When you're involved in these programs you wonder if you'll ever see them flourish," he said. The LCAC and *Whidbey Island* class are with the fleet now, USS *Wasp* (LHD 1) is commissioned and LHD 2 is nearing completion.



U.S. Navy photo

The newest ship of the "gator" Navy, USS *Wasp* (LHD 1), was commissioned July 29, 1989.

Ianucci emphasized that the amphibious forces have been steadily improving their tactics in a world of changing requirements and increasingly sophisticated potential enemies.

As CO of the amphibious ships USS *Portland* (LSD 37) and USS *Shreveport* (LPD 12), an amphibious tactical squadron commander and as an amphib group chief of staff, Ianucci — working with others — has had the opportunity to experiment with ideas in the field to see what will or will not work in tactical situations.

The improvements and modernization of amphibious warfare to which Ianucci made significant contributions have ensured the Navy/Marine Corps team will be ready to respond in a low-intensity conflict.

"I think the amphibious force is the force of choice well into the future because of the potential for low intensity conflicts" he said.

"As the superpowers power down in the nuclear and strategic threat areas, the Third World countries still have the potential for starting conflicts and interfering with U.S. foreign policy," Ianucci continued. "Not on the same scale and with nuclear arms, but with conventional arms. Against these Third World countries, the ability to enforce foreign policy through a naval amphibious force — a small tailored force of Marines — from the sea becomes more and more important."

Considering the countless programs and improvements he's helped implement in the Navy, Ianucci appreciates the people most.

"If I've achieved anything in my career," he concluded, "it's been the ability to keep in touch with the personnel who work for and with me. To me that's been the biggest thrill of my career, to put together a crew, department or division to work together as a team and feel loyalty to the Navy, loyalty to their ship and come out as winners." □

Everette is a writer for *All Hands*.

New challenges

Face of Navy MWR changing for the 1990s

Story by Ed Pratt

Recycling efforts and an update on new initiatives for clubs topped the agenda at the Morale, Welfare and Recreation Conference held in San Diego last April.

The three-day conference drew more than 1,000 participants. They included people with a range of expertise: MWR directors, base commanding and executive officers, recreation and club professionals working at Navy installations worldwide, facility managers, child care employees and more than 150 commercial vendors.

The conference is held every two years and coordinated by the Naval Military Personnel Command's MWR Division.

This year's keynote speaker, RADM Roberta L. Hazard, Director of NMPC's Pride, Professionalism and Personal Excellence Department, shared her perspectives on the realities of a smaller Navy and singled out the challenges facing Navy COs and MWR managers in the 1990s.

"One of our greatest challenges," Hazard said, "will be to maintain our balance of resources for married sailors — and their families — and single sailors." Other major challenges that Hazard pointed out are a growing demand for after-school and youth oriented recreation, child care and clubs.

Recycling is increasingly a source of funds for MWR programs.

U.S. Navy photo

The key to meeting these challenges is two-fold, according to Hazard. First, the right allocation must be made of appropriated support to mission-sustaining and community support programs such as sports, fitness, youth and child care programs. Second, business activities such as bowling, golf and clubs must be profitable.

"Dollars will not exist for business activity programs that can't sustain themselves," cautioned Hazard. "The base MWR team, led by the CO, must look for ways to find new profit sources."

One promising new profit source is the Navy's Resource, Recovery and Recycling Program, operated by MWR departments. RRRP has grown dramatically since 1987.

The three top RRRP programs for 1988-89 were announced at the conference.

Navy Security Group Activity Northwest in Virginia received the RRRP award for small commands. The command was cited for its work with volunteers in an aluminum can collection program in on-base housing. The program recycles aluminum and paper collected basewide and includes curbside pickup in on-base housing areas. Its recycling profits increased from $200 in FY88 (for cans only) to $20,000 in FY89.

The recycling program at Naval Air Station Corpus Christi has the best program for medium commands. It brought in $585,000 in FY89, a $520,000 increase from the previous year.

Naval Station Charleston had the top program for large commands. It teamed up with the Alcoa Recycling Company to establish cardboard containers, plastic bag inserts, metal storage containers and a large enclosed trailer as collection sites for recyclable materials. In addition, an agreement between COs at NavSta Charleston and Naval Base Charleston credited to the MWR account all RRRP materials collected in the aftermath of Hurricane Hugo. Net profits for NavSta Charleston's RRRP in FY89 amounted to $156,000. Dollars earned from this innovative recycling program benefited sailors by making possible several special events, including a "Symphony Under the Stars," a concert by the country band Alabama and a Military Olympics.

U.S. Navy photo

Parcheezi's is a new concept in restaurant service for base clubs. Designed to appeal to both single members and families, the menu offers pizza, pasta, salads and sandwiches. Some locations are already under development.

The initiative and hard work of local commands combined with programs such as these successful recycling efforts will make it possible to meet the challenges of the 1990s.

"We are going to play to our strengths," Hazard told conferees. "Our COs are a strength that we can rely on. They are innovators with shrewd business minds who support the needs of sailors."

Other strengths include Navy "MWR directors, hard-charging and also dedicated to the needs of our sailors," she continued, and the fact that "we offer the best and most well-rounded recreation and club programs."

Club programs may already be well-rounded, but that isn't stopping MWR from looking for new ways to satisfy customers. Among the new concepts for clubs previewed in one conference session was "Parcheezi's," a fast-service restaurant featuring fresh baked pizza, pasta, salads and sandwiches.

Parcheezi's is the first standardized food service concept developed by NMPC's Club Branch and will combine the quickness of a fast food restaurant with the ambience and comfort of mid-scale dining. A key component of Parcheezi's will be its take-out and delivery service.

Several Parcheezi's locations are already under development, including those at NAS Moffett Field, Calif., Naval Station Philadelphia and NavSta Mayport, Fla.

On the conference's final day, the Navy's new MWR marketing campaign — "Navy MWR: First for Fun" — was unveiled. A customer-service training program and image campaign rolled into one, the program got under way in June with a Navywide kickoff.

The concept behind the customer service training program is a simple one: customers appreciate good service. All MWR employees are required to complete the program.

One major goal of the image campaign is to show customers that MWR employees and facilities are "in tune" with the needs of the military family and offer a viable alternative to off-base activities. Another important goal is to stimulate customers to try new MWR services.

New initiatives such as recycling to raise money for MWR, new concepts in club services such as Parcheezi's and a greater emphasis on customer satisfaction is the hope for Morale, Welfare and Recreation programs in the 1990s.

"I am convinced that the key to success will be vision and flexibility," Hazard concluded. "Now is the time to look up and forward and to meet these oncoming challenges." □

Pratt works in the Morale, Welfare and Recreation Division, Naval Military Personnel Command, Washington, D.C.

Balance is the Key

Story by JO1 Phil Eggman

Immaculate, intelligent and forceful best describe this Navyman of 21 years. CDR Julian Sabbatini sits behind his desk, his back straight, hands folded calmly in front of him. His hair, dark brown and peppered with gray on the sides, is also neatly combed and regulation cut. His uniform, olive drab with the Seabee logo, looks like it's just been whisked back from the cleaners. Neat, organized, 100 percent Navy regulation, Sabbatini just smiles.

"I have been accused of being a perfectionist, but I'm not really," he laughs, his eyes bright with exuberance.

The lean 6-foot-1 Naval Civil Engineer Corps officer faces a once-in-a-lifetime opportunity as commanding officer of Naval Mobile Construction Battalion 4, home-ported at Port Hueneme, Calif. Serving with the Seabees in a construction battalion, he said, is probably the only opportunity Civil Engineer Corps officers have to find out what they are made of militarily.

"Civil Engineer Corps Officers typically perform as managers who plan and execute programs or design, construct and maintain facilities," he said. "In the Seabees, however, the CEC officer deals with contingency construction in support of the U.S. Navy and Marine Corps units around the world. He must be a military leader, able to motivate his men to carry out the Seabees' mission with pride and dedication.

"The Seabees are a very capable group of people, and there is nothing that they cannot do," he said with conviction. "Like the old saying goes, 'the difficult we can do immediately — the impossible takes a little longer.'"

Photo by PH2 M.C. Thurston

CDR Julian Sabbatini

Since receiving his commission in the Navy back in 1969, he feels his time with the Navy has been well spent. From Little Creek, Va., to the Republic of Vietnam, Sabbatini has served in just about every type of duty a Civil Engineer Corps officer can have, but it's duty with the Seabees that tends to be demanding, if not outright difficult.

"We are in a 14-month cycle, meaning we only have so much time to meet our tasking," he said. "In a shore command, you have more time to get the job done — deadlines are more forgiving. However, if we do not finish a project on deployment, we will never get that opportunity again — our time is up. That is why working with the Seabee organization is so challenging and rewarding, because it is a true test of our abilities to get the job done right and on time.

"I challenge my people, and most of the time they exceed my expectations," Sabbatini said.

To Julian Sabbatini, "balance" is the key to success, and since assuming command of NMCB 4 back in July 1988, "balanced excellence" has been the goal he has set for himself and his Seabees.

"It just means knowing where to put emphasis, where to de-emphasize ... making sure every aspect of this command gets the appropriate attention," he said.

"Working for him, you make sure you do your jobs well," says Chief Boatswain's Mate Eugene H. Kolar, chief master-at-arms for the battalion. "It's good to work for someone when you know where he is coming from, what he wants and where you stand."

"The command master chief tells the new troops, 'The boss is hard, but the boss is fair,'" Sabbatini said. "This accurately describes what I think. I push people to achieve an excellent standard for themselves, but I know what they can and cannot do. I look for areas that need work and what needs to be left alone, and I try to give each individual and aspect of this command proper attention."

He added, "This is 'balanced excellence.'" □

Eggman is a photojournalist formerly assigned to Naval Mobile Construction Battalion 4, Port Hueneme, Calif. He is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.

Bearings

'Mighty Mo' provides care to needy in Mexico

USS *Missouri* (BB 63) sailors know when it's time for sharing, giving and a time for love. Some of the impoverished people of the Mexican resort area in Mazatlan now know that too, thanks to "Mighty Mo" sailors' help.

Most people who have heard of Mazatlan, Mexico, think of fun in the sun and the resort area, but living in nearby barrios there are hundreds of poor people desperately crying out for help. *Missouri* answered that call during a port visit and responded with help for many in need.

Under the ship's Medical Assistance Program, the dental department provided more than 90 free dental exams to Mexican orphans for two days straight, working until the sun went down each day. The traveling dental clinic was set up at Hogar San Pablo Boys' Orphanage and Cuidad de Los Ninos Orphanage where the children received toothbrush kits, plastic mouth mirrors and flouride rinses. The children also got balloons, which sent them all on their way with huge smiles.

Photo by PH3 Brad Dillon

Orphans share a special moment and a smile with a *Missouri* sailor.

The battleship's medical team examined and treated 400 disadvantaged Mexican nationals for everything from strep throat to bronchitis and ear infections. The medicines they brought with them were a godsend for those in need of polio, diptheria, pertussis and tetanus vaccinations. Some, however, had to be referred to specialists in Mexico City because of serious medical conditions such as heart disease, cancer and liver problems.

"I wish we could have done more," said Hospital Corpsman 3rd Class Tony Lopez. "We didn't have the facilities to use X-ray equipment or diagnose blood samples. Overall, though, it was great helping those people."

All the people who were helped also think it was something special that the sailors came to assist.

"In Mexican culture a visit to the doctor is something special," said the senior medical officer, CDR (Dr.) Michael Logue. "They appreciated the fact that we had volunteered our time. They couldn't afford to give us anything in return, so what we usually got was a big hug."

"I think it's good — no, *great* — that doctors and dentists would come out to help these kids," said Hector Beniche, a Mexican student who was asked to help translate for *Missouri*'s visiting dental team. "No one else does. No one else cares. They are the forgotten ones. I think the Navy notices them because you [U.S. Navy sailors] travel around the world so much and see different people, rich and poor. And when you can help it's great."

About 10 pallets of *Project Handclasp* materials, including toys, food and clothing, were also distributed to various locations in the area by *Missouri* sailors and Marines. Orphanage and senior citizen home residents were the major recipients of the goods, but in most cases, a simple hello or a smile would have sufficed to bring joy. The community relations project also included a general sprucing up to include painting the walls, trimming the shrubs and performing minor wiring repair.

Photo by PH1 Terry Cosgrove

A youngster shows her age by holding up three fingers for Dr. Jack Yorty prior to an oral exam.

"The thing that struck me the most was the hunger of the children to just have a companion for awhile," said Boiler Technician 2nd Class Tim Garcia. "Being used as a translator made me remember my own Spanish heritage. It was a great experience to take back home to my own family." ■

—Story by JO2 Scott Thornbloom and JO3 Lee Campbell, Public Affairs Office, USS Missouri (BB 63).

Bearings

Fox volunteers biceps for Berkeley

Crew members of the guided missile cruiser USS *Fox* (CG 33) broke out jackhammers, shovels and pickaxes to help clean up and restore an old residence in the San Francisco Bay area.

The volunteer sailors put their backs into removing a stubborn hedge and replaced it with a small garden in front of the Berkeley Alzheimer's Family Respite Center. They also patched and painted the plaster walls, installed shelving and laid a brick walkway behind the house during their brief Bay area visit.

The center is supported by public funding and private donations, with little collected from the patients themselves, who receive day care and companionship while suffering from Alzheimer's disease. Alzheimer's is an incurable, progressive neurological disorder that affects an estimated 2.5 million elderly Americans.

Chaplain Wyzykowski digs out a resistent bush.

The work project, nicknamed "Biceps for Berkeley," was the brainchild of CAPT Ray Addicott, the ship's commanding officer, whose wife Barbara is a board member at the center.

"It was a wonderful opportunity for the great ship *Fox* to help out in this extremely worthy cause," said Addicott.

The project coordinator and ship's chaplain, LT Bill Wyzykowski, summed up the ship's total effort when he said, "*Fox* sailors have hearts of gold. Whenever they catch wind of a project to help others, they are waiting in line to volunteer." ■

—Story and photo by LT Thomas A. Blitch, Public Affairs Officer, USS Fox *(CG 33).*

Navy medicine has *Helping Hands*

In today's world of computerized high technology, there are still some areas which require a "hands on" approach and plain hard work to accomplish a given task.

A Naval Hospital Portsmouth clinic has turned to the old-fashioned way of doing things to rehabilitate sailors after injuries and return them to full duty. CDR Robert C. Zila, Head of the Occupational Therapy Department, developed a unique rehabilitation device out of old shipboard devices and tools and unofficially christened it USS *Helping Hands*.

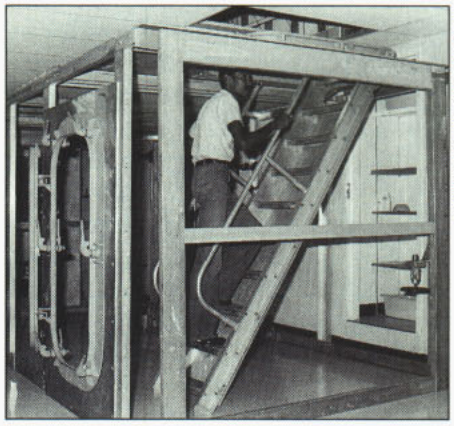


Photo by HM3 William Dobbins

The mock ship USS *Helping Hands* gets patients ready for full duty through therapy.

"We were finding that although our tests and measurements indicated that the patient was ready to return to duty, the patient was not 'ready' in a practical sense, to assume all duties of his rating," said Zila, identifying the problem he was confronted with three years ago. Zila started with pieces of lumber, a ship's ladder, a few valves and a hatch cover, to use in a hands-on approach to job-related therapy.

The "ship" helps rehabilitate more than 300 patients a month by having them actually use a pipe wrench or open a valve over their heads, climb a ship's ladder or loosen the stops on a watertight hatch cover. Patients have achieved improved range of motion, strength and sensation through these graduated activities and are able to return to full duty upon completion of therapy.

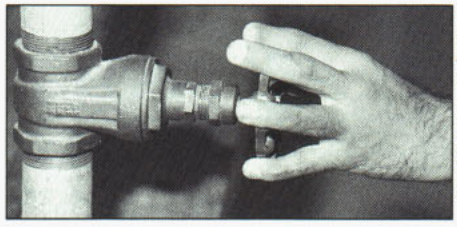


Photo by JO1 Bill Koppinger

Turning valves is therapeutic for hand injuries.

Portsmouth's 128-square foot "ship" is the Navy's first work-hardening, job-related form of therapy and although it will never sail, it will help other ships stay under way by giving patients a helping hand on the road to recovery. ■

—Story by JO1 Bill Koppinger, Public Affairs Office, Naval Hospital Portsmouth, Va.

News Bights

Prices at Navy Exchanges around the world may change after the results of price comparison surveys on 264 products are tallied.

The monthly surveys, which followed NEX price discussions during the September 1989 Master Chief's symposium, are designed to ensure Navy customers receive the greatest savings, according to Michael Delano, assistant director of NEX operations merchandising division. The Navy Resale and Services Support Office has recently come under fire from a congressman who claims that sailors in the San Diego area pay more for goods at an NEX than they would at a local retail store.

"Price surveys are conducted in eight market areas, usually major port areas where the Navy operates, to ensure that the items being compared are those that a majority of Navy customers buy," said RADM H.D. Weatherson, head of the Navy Resale System. "The annual review of prices throughout the country provides a consistency in savings for the Navy family."

* * *

LCDR Darlene Marie Iskra has received orders to command USS *Opportune* (ARS 41), the first woman to be assigned as CO of a ship. Iskra will take command of *Opportune*, which is home ported at Naval Amphibious Base Little Creek, Va., in January 1991.

Currently, Iskra is XO of USS *Hoist* (ARS 40).

* * *

Convicted for stealing nearly $250,000 from the tank landing ship USS *Tuscaloosa* (LST 1187), a Navy disbursing officer was sentenced in June to two years in prison and fined $117,000 — the amount of money unaccounted for at the time of his arrest.

LTJG Bradley S. Darr was also ordered dismissed from naval service after serving his sentence, a penalty equivalent to the dishonorable discharge of an enlisted sailor.

Darr was apprehended by Naval Investigative Service agents after being spotted by an agent in a Norfolk restaurant Christmas night last year. The 31-year-old had been listed as a deserter Sept. 22, 1989, after failing to report to his new duty station in Sigonella, Italy, following his transfer from the San Diego-based *Tuscaloosa*. NIS agents discovered the missing funds after Darr's disappearance.

Final acceptance sea trials began recently for the Soviet Union's newest aircraft carrier, *Tbilisi*, according to Soviet press reports. The ship is expected to join the Soviet Northern Fleet soon.

The 65,000-ton *Tbilisi*, capable of operating modern Soviet high-performance fighters, will join the two other Northern Fleet carriers, *Kiev* and *Baku*, at the fleet's home port in the Kola Peninsula area.

In other developments, the Soviet navy currently has more combatant ships operating in the Mediterranean Sea than at any time since June 1989. The Soviet Mediterranean Squadron's ships outnumber U.S. naval forces in the area, according to Navy officials.

* * *

President George Bush posthumously awarded the Navy and Marine Corps Medal to LCDR A. Pope Gordon, who died in a fire aboard USS *Conyngham* (DDG 17) May 8. The blaze occurred during routine operations off the Virginia coast. Gordon died while helping direct sleeping shipmates out of the ship's burning superstructure.

A fund has been established for Gordon's wife and three children. Donations may be sent to: LCDR Pope Gordon Memorial Fund, P.O. Box 55093, Norfolk, Va. 23505.

* * *

Smoking on Navy passenger aircraft is now prohibited on flights lasting six hours or less within the continental United States, and to and from Alaska, Hawaii, Puerto Rico and the Virgin Islands.

Announced by Secretary of the Navy H. Lawrence Garrett III, the no-smoking ban follows examples set by the Department of Transportation and Federal Aviation Administration.

* * *

The seventh of 14 planned *Avenger*-class state-of-the-art mine countermeasures ships has been launched at the Marinette Marine Corporation's construction facility in Wisconsin.

Patriot (MCM 7), a 1,300 ton wooden ship, was built by hand. It is equipped with the latest combat systems equipment to enable her crew of 81 to search and destroy mines while operating independently anywhere in the world. □

Mail Buoy

PCS information

The article on PCS information, Page 2, of the February 1990 issue, states that service members who have processed permanent change of station orders on or after Oct. 24, 1989, and have been denied or have not used the proceed time authorized by their transferring command, cannot be issued proceed time by the receiving command, etc.

Note that NavOp 131/89 and NavMilPers Manual Article 1810300(7) states that members who have been denied proper entitlement to proceed time by transferring command may have proper entitlement reflected on reporting endorsement by receiving command.

—P.M. Beal
PerSuppDet, Portsmouth, N.H.

Safety

The photo on Page 35 of the May 1990 issue is bothersome. Where are the safety glasses for the man with the sledge hammer? Why is the man swinging a sledge at a moused (tied shut) pelican hook? And, do these two discrepancies void the cutline of "proper safety precautions during Special Sea and Anchor Detail could mean the difference between life and death if proper safety rules aren't observed?"

— J01 James E. Sackey
NMCB 3 PAO
San Francisco, Calif.

In reference to your article "Safety at sea" in the May 1990 issue, I'd like to draw your attention to the picture on Page 35 showing two seamen standing by the stopper at anchor detail. The caption reads, "Proper safety precautions during Special Sea and Anchor Detail could mean the difference between life and death if proper safety rules aren't observed."

It was very apparent to me as I looked at the picture that proper safety precautions were not being executed. The seamen pictured are not wearing safety goggles or hearing protection. Another observance of mine is that the seaman on the right is holding the line in his hand, which is attached to the other seaman's harness. Knowing the force of an anchor chain running through the hawsepipe, I am sure that the seaman is not going to hold his buddy, and most likely would join him in the drink. That line should be tied off.

Since most people only look at the pictures in your magazine, why not print pictures with the proper procedures and techniques noted. This would save a lot of arguments over proper procedures with SN Funorky on the forecastle. If you're going to write such a good article, why ruin it with an improper picture?

— BM2(SW) Calvin Faux
POIC anchor detail
USS *Durham* (LKA 114)

• *Several letters we received take exception to safety procedures in photos in the May issue.* All Hands *makes every effort to show Navy people doing things the right way. Letters like yours that question proper procedure show the ease with which safety can be overlooked in the operating environment. We intend to continue to show the Navy as it is and welcome this sort of feedback. It helps to keep all of us on our toes. — ed.*

Wrong number

A son-in-law of mine gave me a copy of the April 1990 issue of *All Hands*. The story on Pages 36 through 39 was of great interest to me, as I was a crew member on USS *Cabot* during World War II. USS *Cabot* (CVL 28) is the correct number of *Cabot*, not CVL 27 as was printed. Please print the correction in your magazine.

Whoever researched the ship's names and numbers must have been in a hurry. There were nine CVLs numbered from 22 to 30. The USS *Cabot* (CVL 28) is the only survivor of the group. The ship is in New Orleans, La. It is now USS *Cabot/Dedalo* Museum Foundation.

Thank you for the story, which was touching to a lot of us as well as the families of those three heroes.

— Walter S. Palmer, Jr. (retired)
Member , USS *Cabot* Association
Kailua, Hawaii

• *You're right, of course* — Cabot *is CVL 28. The writer got an incorrect hull number from the usually dependable* Jane's Fighting Ships, *1946-47, which had a misprint. I have also sent you a copy of the July issue of* All Hands *with our story about the USS* Cabot-Dedalo *Museum Foundation. — ed.*

COD waiting

Your article on the COD in the March 1990 issue of *All Hands* was most interesting and brought back some memories. I was never fortunate [enough] to take such a trip, however, but was a Navy Civil Service firefighter for 15 years, and during that time had several occasions to respond to COD emergencies.

The main purpose for my writing is the question created in my mind by the caption under the photo of souls on board. The photo clearly shows several individuals not wearing a cranial, yet the caption states all passengers will wear cranials and life vests.

Also, was the aircraft readied for take-off or were individuals just posing for the photo?

— R. Vallarreal
Occupational Safety & Health Manager

• *At the time the photo was taken, plane and passengers were still being prepared for take-off. It was not yet necessary for passengers to have on their full protective gear. The photo was not staged. — ed.*

Apprentice training

I would like to take this opportunity to commend *All Hands* for the fine article on apprentice training schools, titled "Hit the deck running" in the May 1990 issue.

The article points out that there is a lot more to apprentice training schools than most "A" school graduates make it out to be. I am a graduate of seaman apprentice training. I graduated with top honors from my school in December 1983, which earned me advancement to E-2.

When I went to my first duty station, I felt that I had a much better understanding of the day-to-day evolutions of shipboard life than my shipmates who had attended "A" school. Apprentice training also gave me the opportunity to look around at the other rates and decide which one would be right for me instead of choosing an "A" school and then finding out that what I chose was really not for me. I ended up choosing to become a signal-

Improper masks

As a Safety and Occupational Health Manager, I was greatly disappointed after observing the type and condition of the respirators worn by the two USS *Iowa* boiler technicians on the cover of your May 1990 issue.

One would think that following the tragic explosion and accompanying repeated safety inspections, assist visits and walk-throughs, that safety awareness of the crew would be at a peak. How then, could the LPO and divisional safety officer allow their shipmates to wear blatantly inappropriate respirators?

Blue disposable surgical masks have never been allowed nor approved for use outside the sickbay, as this mask is ineffective in filtering dust particles created by chipping or grinding. Crew members using these masks operate with a "false sense of security." Believing that the mask is helping prevent sickness, they continue to chip and grind away on a daily basis and inhale the contaminated air.

For years, the Navy's Occupational Safety and Health community has repeatedly informed ship and shore commands about the importance and need for an effective respiratory protection program, yet we continue to see violations such as these.

I would hope that *Iowa*'s safety officer: (1) reviews respirator program requirements contained in chapter 15 of OpNavInst 5100.23B, (2) procures proper dust/mist respirators, (3) schedules respirator refresher training for the BT Division and (4) returns all the surgical masks to sickbay where they belong. The health of your shipmates is depending on you.

— Kip Johnson
Safety Manager
Naval Medical Research and
Development Command
Bethesda, Md.

Photo by PH2(SW) Robert A. Sabo

• *The sailors depicted on the May cover of* All Hands *had been working earlier in the day in the boiler firebox, wearing high efficiency respirators manufactured by 3-M. At the time the photo was set up, they were on a sweeping detail and had, on their own, provided the masks in question to cut down the dust. The boiler was used for a more interesting backdrop and regrettably, an innocent but splendid photo session carried with it the wrong photo caption. — ed.*

man. I went to the signal bridge, studied hard and advanced as rapidly as I could.

Seaman apprentice training benefitted me in many ways: When I studied for my ESWS, I had an easier time with all the deck evolutions because I had attended apprentice training and recalled everything that was taught to me in the school. In June 1989, I put on my first class crow.

I personally feel that everything I have, I owe to my apprentice training instructor SM1 Martinez. Apprentice training schools are very beneficial to the Navy, and if I had it do it all over, I would still choose the route of apprentice training. Well done!

— SM1(SW) Jon F. Hurtado
NAS Point Mugu, Calif.

Who's first?

Having just read your May 1990 edition of *All Hands*, I must compliment you and your staff on your ability to present well written stories blending current events and naval history.

When covering such a wide spectrum as naval history, one can expect an occasional slip, as was the case in May's story on "Flight training history." Seven months ago I would not have questioned that Pensacola, Fla., was the Navy's first air station. However, since reporting to Naval Station Annapolis, I have learned that, although officially commissioned in May 1947, our history can and has been traced back to 1851.

In his "History of Naval Station Annapolis, MD," (1968), which was compiled from annual command histories, YN2 D.P. Nye, states, "Naval Air Station Annapolis, during its brief existence as the first Naval Air Station.... The first Aviation Board was appointed in October 1910. Its first official duty was to visit the Baltimore Aviation Meeting in November of 1910. By May 1911, the Aviation Board had moved departmental red tape to the extent that acting Secretary of the Navy, Beekman Winthrop, signed the requisition for the first naval aircraft. The final move was the designation of the first naval air station. In June 1911, the order went forth authorizing an aerodrome to be built on Green Bury Point, Annapolis, adjacent to the Naval Academy.... After the arrival and assembly of the new 32.5 horsepower Wright Bi-plane on Sept. 6, 1911, the aviation camp established complete operating facilities....

"By December 1911, ice conditions in the Chesapeake Bay resulted in the transfer of the aviation personnel and planes to the San Diego area for the winter. By May 1912, Naval Air Station, Annapolis was back in commission, but after two successful years, 1911 to 1913, the Naval Air Station at Annapolis, the birthplace of naval aviation, was transferred to Naval Air Station, Pensacola, Fla...."

Although this may be a matter of semantics, i.e. air station, aerodrome, aviation camp, etc., I found it interesting and think many of our shipmates would too.

— RMCM(SW) J.H. Simpson
Command Master Chief
Naval Station Annapolis, Md.

All Hands *appreciates receiving reader's comments and questions. Write to: Navy Internal Relations Activity,* All Hands *Editor, 601 N. Fairfax Street, Suite 230, Alexandria, Va. 22314-2007. — ed.*

Reunions

• **USS Simon Bolivar (SSBN 641)** — Reunion Aug. 31, Charleston, S.C. Contact Commanding Officer USS *Simon Bolivar* (SSBN 641)(Blue), Bldg. 646A, Naval Station, Charleston, S.C. 29408.

• **USS Albany (CA 123/CG 10)** — Reunion Aug. 30 - Sept. 2, Albany, N.Y. Contact Hilton Dana, 3700 S. Banana River Blvd. 3507, Coco Beach, Fla. 32931.

• **USS A.B.S.D.2** — Reunion Sept. 22-23, Wisconsin Dells, Wis. Contact Harry Kovolchuk, 124 Bellmawr Dr., McKees Rocks, Pa. 15136.

• **Guadalcanal Campaign Veterans** — Reunion Oct. 4-6, Fayetteville, N.C. Contact Don Peltier, 6726 Buckhorn St., Portage, Mich. 49002; telephone (616) 327-8383.

• **25th Construction Battalion (World War II)** — Reunion Oct. 3-7, Beaverton, Ore. Contact Alfred Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503-7556; telephone (904) 476-4113.

• **USS Dunlap (DD 384)** — Reunion Oct. 3-7, San Diego. Contact Cary Wright, 242 East J St., Chula Vista, Calif. 92010; telephone (619) 426-7268.

• **USS Hammann (DD 412) and USS Gansevoort (DD 608)** — Reunion Oct. 4-7, Canton, Ohio. Contact Clyde Conner, Rte. 1, Box 1, Grafton, W.Va. 26354; telephone (304) 265-3933.

• **USS Regulus (AF 57)** — Reunion Oct. 4-7, San Antonio, Texas. Contact Joel Collins, Rte. 5 Box 813-E, Canyon Lake, Texas 78133; telephone (512) 899-3985.

• **USS Van Valkenburgh** — Reunion Oct. 4-6, Fall River, Mass. Contact Charles Bruver, 7 Francis St., Newport, R.I. 02840; telephone (401) 847-0342.

• **VSD 1-14, VS 51, VS 66** — Reunion Oct. 4-6, San Antonio, Texas. Contact J.H. Robinson, 5072 Polaris St., Jacksonville, Fla. 32205; telephone (904) 786-8853.

• **USS William C. Lawe (DD 763)** — Reunion Oct. 5-7, Baton Rouge, La. Contact Owen Turner, 14 Gordon Terrace, Newton, Maine 02158; telephone (617) 969-8328.

• **USS Hesperia (AKS 13)** — Reunion Oct. 5-7, St. Petersburg, Fla. Contact Harold Curry, 1300 62nd Terrace South, St. Petersburg, Fla. 33705; telephone (813) 867-4530.

• **USS Lloyd Thomas (DD 764)** — Reunion Oct. 5-7, Newport, R.I. Contact Al Liftman, 102 Crabapple Rd., Trumbull, Conn. 06611; telephone (203) 261-4808.

• **USS Montpelier (CL 57)** — Reunion Oct. 6, Myrtle Beach, S.C. Contact George Scully, 745 Thomas St., Elizabeth, N.J. 07202; telephone (201) 355-0877.

• **NAS Jacksonville** — Reunion Oct. 6-15, Jacksonville, Fla. Contact LT Steve Puyau, Box 2, NAS Jacksonville, Fla. 32212; telephone (904) 772-2851.

• **NAS New York** — Reunion Oct. 7-11, Las Vegas, Nev. Contact G. Giacalone, P.O. Box 7687, Redlands, Calif. 92375-0687.

• **USS Rocky Mount (AGC 3)** — Reunion Oct. 7-11, Long Beach, Calif. Contact John Vreeland, 3710 Armstrong St., San Diego, Calif. 92111; telephone (619) 277-0689.

• **Seabees 508 CBMU (later B Co. 85th NCB)** — Reunion Oct. 8-10, Las Vegas, Nev. Contact Will Allen, 5513 Eastern Ave., Las Vegas, Nev. 89119; telephone (702) 736-3601.

• **LST 395 and Flot-5** — Reunion Oct. 9-13, Norfolk. Contact Frank Gaeta, P.O. Box 196, Tahuya, Wash. 98588.

• **USS Thatcher (DD 514)** — Reunion Oct. 10-13, Pensacola, Fla. Contact Bob Hartley, 288 Roxalana Hills Drive, Dunbar, W.Va. 25064 (304) 766-7497.

• **USS James C. Owens (DD 776)** — Reunion Oct. 10-14. Contact Lee Warren, Box 660, Leeds, Utah 84746; telephone (801) 879-2428.

• **USS Miami (CL 89)** — Reunion Oct. 12-14, Norfolk. Contact Betty Duff, 2200 Ocean Pines, Berlin, Md. 21811.

• **USS LSM (500)** — Reunion Oct 10-14, Orlando, Fla. Contact Andrew Hansen, 675 South 24th Ave., Blair, Neb. 68008; telephone (402) 426-5182.

• **USS Henry A. Wiley (DM 29)** — Reunion Oct. 11-14, Charleston, S.C. Contact W.A. Zinzow, 2277 Minneola Rd., Clearwater, Fla. 34624; telephone (813) 799-2931.

• **USS Euryale (AS 22) World War II** — Reunion Oct. 11-14 or 14-18, St. Louis, Mo. Contact Charles Vizthum, 9831 Tomahawk Tr., Coldwater, Mich. 49036; telephone (517) 238-4962.

• **USS American Legion (APA 17) World War II** — Reunion Oct. 11-13, North Miami Beach, Fla. Contact John Zuella, 268 Scott Rd. #9, Waterbury, Conn. 06705; telephone (203) 757-0478.

• **USS Boxer, CV/CVA/CVS 21 and LPH 4** — Reunion Oct. 11-14, Pensacola, Fla. Contact Paul Lane, 1116 Sherwood Forest Drive, Birmingham, Ala. 35235; telephone (205) 833-5054.

• **USS Leyte (CV 32/CVA 32/CVS 32/AUT 32) and air wings 1946-59** — Reunion Oct. 11-13, Scottsdale, Ariz. Contact Clarkson Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.

• **World War II Marine Bomber Squadron VMB (413)** — Reunion Oct 11-14, Norfolk. Contact Tommy Thomas, P.O. Box 490, Panama City, Fla. 32402.

• **USS Mansfield (DD 728)** — Reunion Oct. 11-14, Charleston, S.C. Contact Robert Schools, 3955 Monza Drive, Richmond, Va. 23234; telephone (804) 271-1551.

• **USS Morris (DD 417)** — Reunion Oct. 11-14, Lexington, Ky. Contact Tom Traweek, Suite 1003, 100 E. Ocean View Ave., Norfolk, Va. 23503; telephone (804) 480-6647.

• **USS Saint Paul (CA 73)** — Reunion Oct 16-19, San Antonio, Texas. Point of contact: J.D. Guarnere, 189 Hilldale Drive, Nederland, Texas 77627; telephone (409) 722-8807.

• **111th Tactical Reconnaissance Squadron World War II** — Reunion Oct. 17-21, Dallas, Texas. Contact Garland Hendricks, 7201 Claybrook Drive, Dallas, Texas 75231; telephone (214) 348-2779.

• **Korean War Veterans** —Reunion Oct. 18-21, Phoenix, Ariz. Contact Jim Bork, 3301 W. Encanto, Phoenix, Ariz. 85009; telephone (602) 272-2418.

• **5th and 14th Defense Battalions and 3rd Barrage Balloon Squadron World War II** — Reunion Oct. 18-20, Wilmington, N.C. Contact Hiram Quillin, 218 Spring Valley Ct., Huntsville, Ala. 35802; telephone (205) 881-6875.

• **LSTs 1027 and 569** — Reunion Oct. 18-21, San Diego. Contact Nat Collura, 437 North Mac Questen Parkway, Mt. Vernon, N.Y. 10552-2608.

• **USS Saginaw Bay (CVE 82), Composite Squadrons VC 78 and 88** — Reunion Oct 19-21. Charleston, S.C. Contact Earl Homman, 4220 Old Mill Rd., Lancaster, Ohio 43130; telephone (614) 654-1651.

• **USS Hovey (DMS 11 X DD 208)** — Reunion Oct 24-28, San Diego. Contact Dusty Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.

• **USS Selfridge (DD 357)** — Reunion Oct. 25-28, Pensacola, Fla. Contact Clifford Chambers, 551 East Jefferson Ave., Lake Charles, La. 70605; telephone (318) 477-1567.

• **World War II Marine/Navy Paratroopers** — Reunion Oct 25-28, San Diego. Contact Col. D.E. Severance, P.O. Box 1972, La Jolla, Calif. 92038.

• **VP 24/VA(HM) 13/VPHL 4/VPB 104 "Batmen"**— Reunion in October at Patuxent River, Md. Contact J.L. Burke, 106 Red Oak Rd., Lexington Park, Md. 20653.

ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy-related. For example, photos of operations, Navy families, recreation and athletics are all acceptable. Photos need not be taken in the calendar year of the contest.

Professional competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparancies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

Amateurs may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the four groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Robin Barnette at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1990.

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

Single-image feature

- ☐ Black-and-white print
- ☐ Color print or transparencies (prof.)
- ☐ Color print or transparencies (amateur)

Photo story

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: _____

Rate/rank: _____

Command: _____

Address: _____

_____

Phone: _____

Send entries to:
All Hands magazine Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007

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